

FIFTY-FOURTH ANNUAL REPORT
OF THE
FLORIDA RAILROAD
&
PUBLIC UTILITIES COMMISSION
FOR THE YEAR 1950



COMMISSIONERS

GEO. G. McWHORTER, <i>Chairman</i> , Commissioner;	} Aug. 17, 1887, to June 13, 1891.	
E. J. VANN, Commissioner;		
WILLIAM HIMES, Commissioner;		
JOHN G. WARD, <i>Secretary</i> .		
(Commission was abolished by Act of Legislature, 1891; was recreated by Act of Legislature, 1897.)		
R. H. M. DAVIDSON, <i>Chairman</i> , Commissioner;	} July 1, 1897, to Jan. 3, 1899.	
HENRY E. DAY, Commissioner;		
JOHN M. BRYAN, Commissioner;		
J. L. NEELEY, JR., <i>Secretary</i> .		
HENRY E. DAY, <i>Chairman</i> , Commissioner;	} Jan. 3, 1899, to Jan. 3, 1901	
JOHN M. BRYAN, Commissioner;		
JOHN L. MORGAN, Commissioner;		
J. N. NEELEY, <i>Secretary</i> .		
HENRY E. DAY, <i>Chairman</i> , Commissioner;	} Jan. 8, 1901, to Jan. 6, 1903.	
(Henry E. Day resigned October 1, 1902, and was succeeded by R. Hudson Burr. At the same time John L. Morgan was elected Chairman for the rest of the term.)		
JOHN M. BRYAN, Commissioner;		
JOHN L. MORGAN, Commissioner;		
J. N. NEELEY, <i>Secretary</i> .	} Jan. 8, 1901, to Jan. 6, 1903.	
(John L. Neeley resigned October 1, 1901, and Royal C. Dunn was elected as his successor.)		
JEFFERSON B. BROWN, <i>Chairman</i> , Commissioner;		
R. HUDSON BURR, Commissioner;		
JOHN L. MORGAN, Commissioner;	} Jan. 6, 1903, to Jan. 3, 1905.	
ROYAL C. DUNN, <i>Secretary</i> .		
JEFFERSON B. BROWN, <i>Chairman</i> , Commissioner;		
R. HUDSON BURR, Commissioner;		
JOHN L. MORGAN, Commissioner;	} Jan. 8, 1907, to Jan. 8, 1907.	
ROYAL C. DUNN, <i>Secretary</i> .		
R. HUDSON BURR, <i>Chairman</i> , Commissioner;		
JOHN L. MORGAN, Commissioner;		
NEWTON A. BLITCH, Commissioner;	} Jan. 8, 1907, to Jan. 4, 1909.	
ROYAL C. DUNN, <i>Secretary</i> .		
R. HUDSON BURR, <i>Chairman</i> , Commissioner;		
NEWTON A. BLITCH, Commissioner;		
ROYAL C. DUNN, Commissioner;	} Jan. 4, 1909, to Jan. 3, 1911.	
S. E. COBB, <i>Secretary</i> .		
(S. E. Cobb resigned September 5, 1909 and J. Will Yon was elected as his successor.)		
R. HUDSON BURR, <i>Chairman</i> , Commissioner;		
NEWTON A. BLITCH, Commissioner;	} Jan. 3, 1911, to Jan. 7, 1913.	
ROYAL C. DUNN, Commissioner;		
J. WILL YON, <i>Secretary</i> .		

R. HUDSON BURR, *Chairman*, Commissioner;
 NEWTON A. BLITCH, Commissioner;
 ROYAL C. DUNN, Commissioner;
 J. WILL YON, *Secretary*.

} Jan. 7,
 Jan. 5,
 1913, to
 1915.

R. HUDSON BURR, *Chairman*, Commissioner;
 NEWTON A. BLITCH, Commissioner;
 ROYAL C. DUNN, Commissioner;
 J. WILL YON, *Secretary*.

} Jan. 5,
 1915, to
 Jan. 2,
 1917.

(J. Will Yon resigned August 1, 1917, and Lewis G. Thompson was elected as his successor.)

R. HUDSON BURR, *Chairman*, Commissioner;
 NEWTON A. BLITCH, Commissioner;
 ROYAL C. DUNN, Commissioner;
 LEWIS G. THOMPSON, *Secretary*.

} Jan. 2,
 1917, to
 Jan. 7,
 1919.

R. HUDSON BURR, *Chairman*, Commissioner;
 NEWTON A. BLITCH, Commissioner;
 ROYAL C. DUNN, Commissioner;
 LEWIS G. THOMPSON, *Secretary*.

} Jan. 7,
 1919, to
 Jan. 4,
 1921.

R. HUDSON BURR, *Chairman*, Commissioner;
 NEWTON A. BLITCH, Commissioner;
 A. S. WELLS, Commissioner;
 LEWIS G. THOMPSON, *Secretary*.

} Jan. 4,
 1921, to
 Jan. 2,
 1923.

Note—Royal C. Dunn was not a candidate for re-election.

Note—Newton A. Blitch died on October 30, 1921, and was succeeded by Hon. A. D. Campbell, effective November 12, 1922.

R. HUDSON BURR, *Chairman*, Commissioner;
 A. D. CAMPBELL, Commissioner;
 A. S. WELLS, Commissioner;
 LEWIS G. THOMPSON, *Secretary*.

} Jan. 2,
 1923, to
 Jan. 7,
 1925.

Note—A. D. Campbell died on February 10, 1924, and was succeeded by Hon. E. S. Matthews, effective February 25, 1924.

R. HUDSON BURR, *Chairman*, Commissioner;
 E. S. MATTHEWS, Commissioner;
 A. S. WELLS, Commissioner;
 LEWIS G. THOMPSON, *Secretary*.

} Jan. 7,
 1925, to
 Jan. 4,
 1927.

A. S. WELLS, *Chairman*, Commissioner;
 E. S. MATTHEWS, Commissioner;
 *R. L. EATON, Commissioner;
 LEWIS G. THOMPSON, *Secretary*.

} Jan. 4,
 1927, to
 Jan. 8,
 1929.

*Died February 27, 1927, and was succeeded by Mrs. R. L. Eaton, under appointment by the Governor for the unexpired term.

A. S. WELLS, *Chairman*, Commissioner;
 EUGENE S. MATTHEWS, Commissioner;
 MRS. R. L. EATON, Commissioner;
 LEWIS G. THOMPSON, *Secretary*.

} Jan. 8,
 1929, to
 Jan. 6,
 1931.

*A. S. Wells died December 16, 1930, and was succeeded by L. D. Reagin, appointed by the Governor to serve for the unexpired term.

EUGENE S. MATTHEWS, <i>Chairman</i> , Commissioner;	}	Jan. 6,
MAMIE EATON-GREENE, Commissioner;		1931, to
*L. D. REAGIN, Commissioner;	}	Jan. 6,
LEWIS G. THOMPSON, <i>Secretary</i> .		1933.

*L. D. Reagin resigned and Tucker Savage was issued a commission on July 6, 1931, appointing him to serve for the unexpired term.

EUGENE S. MATTHEWS, <i>Chairman</i> , Commissioner;	}	Jan. 3,
MAMIE EATON-GREENE, Commissioner;		1933, to
*W. B. DOUGLAS, Commissioner;	}	Jan. 8,
LEWIS G. THOMPSON, <i>Secretary</i> .		1935.

*Tucker Savage, appointed to fill unexpired term of L. D. Reagin, was not a candidate for re-election.

W. B. DOUGLAS, <i>Chairman</i> , Commissioner;	}	Jan. 8,
EUGENE S. MATTHEWS, Commissioner;		1935, to
JERRY W. CARTER, Commissioner;	}	Jan. 6,
LEWIS G. THOMPSON, <i>Secretary</i> .		1937.

Commissioner JERRY W. CARTER was elected chairman for the year 1937.

*Lewis G. Thompson resigned July 3, 1936, and George L. Patten was elected as his successor.

JERRY W. CARTER, <i>Chairman</i> , Commissioner;	}	Jan. 6,
EUGENE S. MATTHEWS, Commissioner;		1937, to
W. B. DOUGLAS, Commissioner;	}	Jan. 6,
GEO. L. PATTEN, <i>Secretary</i> .		1939.

EUGENE S. MATTHEWS, <i>Chairman</i> , Commissioner;	}	Jan. 6,
JERRY W. CARTER, Commissioner;		1939, to
W. B. DOUGLAS, Commissioner;	}	Jan. 6,
GEO. L. PATTEN, <i>Secretary</i> .		1941.

W. B. DOUGLAS, <i>Chairman</i> , Commissioner;	}	Jan. 6,
EUGENE S. MATTHEWS, Commissioner;		1941, to
JERRY W. CARTER, Commissioner;	}	Jan. 6,
GEO. L. PATTEN, <i>Secretary</i> .		1943.

*Commissioner Carter elected chairman January 6, 1943 for a two-year term.

JERRY W. CARTER, <i>Chairman</i> , Commissioner;	}	Jan. 6,
*EUGENE S. MATTHEWS, Commissioner;		1943, to
W. B. DOUGLAS, Commissioner;	}	Jan. 2,
GEO. L. PATTEN, <i>Secretary</i> .		1945.

EUGENE S. MATTHEWS, <i>Chairman</i> , Commissioner;	}	Jan. 3,
W. B. DOUGLAS, Commissioner;		1945, to
JERRY W. CARTER, Commissioner;	}	Jan. 8,
*FLOYD H. BRADLEY, <i>Secretary</i> .		1947.

*George L. Patten resigned as Secretary on January 1, 1945, and was succeeded by R. W. Ervin, Jr., who resigned effective July 1, 1945. Floyd H. Bradley was appointed August 15, 1945.

*Chairman Eugene S. Matthews retired effective as of December 16, 1946. Commissioner W. B. Douglas succeeded as chairman.

*W. B. DOUGLAS, *Chairman, Commissioner;*
 JERRY W. CARTER, *Commissioner;*
 WILBUR C. KING, *Commissioner;*
 FLOYD H. BRADLEY, *Executive Secretary.*

} Jan. 9,
 1946, to
 } Jan. 6,
 1948.

*W. B. Douglas died on August 4, 1947, and was succeeded by Richard A. Mack, appointed by the Governor for the unexpired term, effective September 15, 1947. Commissioner Jerry W. Carter succeeded as Chairman.
 Commissioner Wilbur C. King was elected in 1946 and took office January 9, 1947.

JERRY W. CARTER, *Chairman;*
 WILBUR C. KING, *Commissioner;*
 *RICHARD A. MACK, *Commissioner;*
 D. FRED McMULLEN, *Executive Secretary.*

} Jan. 7
 1948, to
 } Jan. 4,
 1949.

*In 1948 Commissioner Richard A. Mack was elected for a full term commencing January 4, 1949.

WILBUR C. KING, *Chairman;*
 JERRY W. CARTER, *Commissioner;*
 *RICHARD A. MACK, *Commissioner;*
 BOLLING C. STANLEY, *Executive Secretary.*

} Jan. 5,
 1949, to
 } Jan. 2,
 1951.

*Commissioner Richard A. Mack was elected Chairman for two years commencing January 3, 1951.

Tallahassee, Florida
LETTER OF TRANSMITTAL

March 1, 1951.

To His Excellency,
Fuller Warren,
Governor of Florida.

Dear Sir:

In accordance with the provisions of the Statutes, we transmit herewith the report of the Railroad and Public Utilities Commission of the State of Florida for the calendar year, 1950.

Respectfully submitted,

RICHARD A. MACK, Chairman.

JERRY W. CARTER, Commissioner.

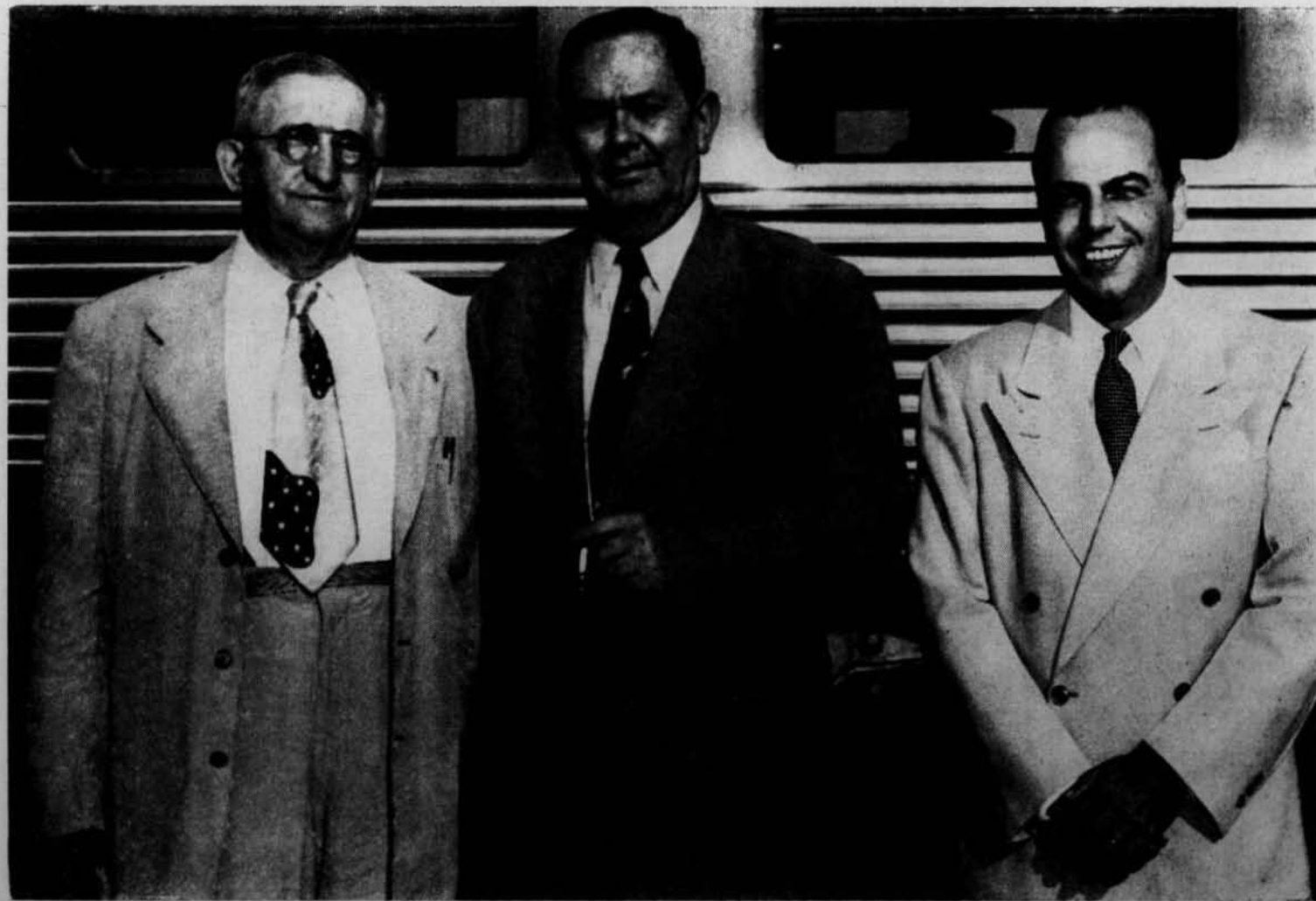
WILBUR C. KING, Commissioner.

BOLLING C. STANLEY,
Secretary.

TABLE OF CONTENTS

	Page
Florida Railroad and Public Utilities Commission	10
Biography of Commissioner Wilbur C. King	14
Biography of Commissioner Jerry W. Carter	13
Biography of Chairman Richard A. Mack	12
Executive Secretary	17
Legal Department	21
Motor Transportation Department	31
Commerce Department	57
Tariff Department	65
Communications Department	73
Railroad Inspector	85
Financial and Operating Statistics of Public Utilities	89

FLORIDA RAILROAD AND PUBLIC UTILITIES COMMISSIONERS



JERRY W. CARTER

WILBUR C. KING

RICHARD A. MACK

Florida Railroad & Public Utilities Commission

For more than fifty years, the agency now known as the Florida Railroad and Public Utilities Commission has regulated railroads, toll bridges and street railways in the interest of the public and under the authority of the legislature. Since 1913, this agency has regulated the rates and practices within the state of telephone and telegraph companies. From 1929, the Commission has been given the responsibility of regulating the common carrier motor bus and truck companies of the state in their operations within Florida.

This Commission, originally called the Railroad Commission of Florida, is the only state agency except the courts that has the power to enforce its own orders. Its authority extends back to reference in the Constitution of 1887. The three members of the Commission are elected from the state at large and they in turn select a chairman each two years.

The Commissioners, under existing laws, make up one of the most powerful of all our state boards. Other than the state courts, it is the only agency under the Constitution which has or can have judicial powers. In public hearings, it is bound by the same rules of evidence as are our circuit courts. It has the power to summons and require the attendance of witnesses, require the production of books and records, and punish for contempt and levy fines. The wilful violation of its rules and regulations constitutes a misdemeanor punishable by fine or imprisonment. Its inspectors have the power of deputy sheriffs. In fixing rates for various utilities, it acts as an agent of the legislature. Its functions, therefore, are legislative, executive and judicial, combining into one single agency, all the primary functions of government.

At present, the Commission has jurisdiction over railroads, certain water carriers, telephone and telegraph companies, bus and truck lines, certain toll bridges, and taxicabs operating between cities. The Commission does not have jurisdiction over electric, gas or water utilities.

The regulation of the state's communication and transportation companies now under this Commission requires a staff of technical experts. As of the end of business in 1950, the Commission had fifty employees altogether. Of this number, fourteen are either engineers, lawyers, accountants or rate experts, and represent the backbone of the staff. Sixteen are motor vehicle inspectors who enforce the collection of more than half a million dollars in mileage taxes every year, plus enforcing collection of proper license taxes, road safety and other rules and laws. The remaining employees are secretaries, file clerks, etc.

Most of the time of the Commission and its employees is taken up in public hearings for motor carrier rights, in rate cases for the various

utilities which it regulates and on the question of service and general conduct of these utilities insofar as they affect the public interest. The remaining time of the Commission is devoted to conferences, in deciding cases, in reviewing staff reports, working on matters of an administrative nature and participating with its staff in cases before the Federal regulatory agencies which are held throughout the country.

Biography of Commissioners

CHAIRMAN RICHARD A. MACK

Richard A. Mack, newest member of the Florida Railroad and Public Utilities Commission, was literally drafted into public life from a successful business career.

Having returned from army service in 1946, he went to work for the Port Everglades Rock Company at Fort Lauderdale. He was secretary to the company in 1947 when Governor Caldwell asked South Florida advisors to submit suggestions for appointment to a vacancy created by the death of Commissioner W. B. (Babe) Douglass. Mack was suggested by Dade, Broward and Palm Beach county leaders and was persuaded to seek the appointment.

He took office in September, 1947, and by January faced the necessity of making his first political race. He won in the 1948 primaries by a large majority over his opponent and is now serving his first full term. He was elected Chairman of the Commission for a two year term commencing January 3, 1951.

Commissioner Mack was born in Miami in 1909, son of Mr. and Mrs. Charles D. Mack, former residents of Fort Valley, Georgia. He attended grade school and junior high school in Miami, took preparatory work at Northwestern Military Academy in Wisconsin and, in 1932, was graduated from the University of Florida with a degree in business administration. He was a member of Blue Key, honorary society, and Sigma Nu fraternity.

He entered the insurance business in Tampa in 1932, remained there 3 years and then returned to Miami where he became associated with General Motors Acceptance Corporation. Soon after locating in Miami, he married Miss Susan Stovall, daughter of Colonel W. F. Stovall, one of Tampa's pioneers.

Commissioner Mack remained with GMAC until 1940, when he became credit manager for Hector Supply Company of Miami. At the outbreak of World War II, Mack entered the army as a Second Lieutenant of Infantry and was released as a Lieutenant Colonel in 1946. He was tendered a commission in the regular army but did not accept. He and Mrs. Mack returned to Coral Gables and there a daughter, Susan, was born to them in 1947.

Business experience in transportation and communication has enabled Commissioner Mack to approach regulation of railroads, motor bus and truck lines and telephone and telegraph companies from the standpoint of the user as well as the official. He has insisted upon modern accounting being applied to all requests for rate increases, requiring applicants to prove what their rate of return is and basing rate changes only on a showing that present earnings are not up to the accepted minimum.

He was called recently to sit with the Federal Communication Commission in Washington to hear a major case involving the entire communications system of the United States, and has at other times represented Florida in hearings by the Interstate Commerce Commission.

COMMISSIONER JERRY W. CARTER

Commissioner Jerry W. Carter, oldest member in point of service, was born in Barbour County, Alabama. His father was Wilbur Wesley Carter, M.D., the son of Daniel Boone Carter, a Methodist preacher of Tennessee, and his mother was Mary Blanche Williams, whose parents came from Florida and Georgia, part of the numerous Williams family.

When Jerry, their seventh son, was three years old, Dr. Carter and his family moved to the mountains near the North Carolina-Tennessee state line and there the father died when Jerry was eight years old. At the age of 10, Jerry started out, bare-headed and bare of feet, to sell notions, linens and wearing apparel through the Tennessee and Carolina mountains. As one of his stock, he sold and demonstrated to the people of that region a tufting device with which they now make the rugs that have helped make that region famous.

He was employed by the Singer Sewing Machine Company at 18, became manager of their Knoxville store at 20, and also in that year was married to Mary Frances Holifield of Pensacola. He and his growing family came to Florida in 1907, where he sold sewing machines, developed a broad acquaintance throughout the state and became increasingly active in public affairs.

Jerry Carter was appointed State Hotel Commissioner by Sidney J. Catts, and in that office he wrote Florida's first codes for building and for electrical, plumbing and sanitary installations, and the rules which followed. He was reappointed by Governors Cary A. Hardee and John W. Martin. Anticipating the end of the Florida boom, Jerry Carter prevailed upon the legislature to authorize establishment of the State of Florida Travel Bureau, which used state funds to cooperate with cities, counties, transportation companies and individuals to start advertising campaigns to attract settlers and to convince the American winter tourist that prohibitive prices had passed with the boom and that they could again spend the winter in Florida at moderate cost. Among the immediate results of his program were exhibition trains and special Florida shows through the north, and the reduction of passenger fares from 3½ cents a mile to 1½ cents, to and from Florida. He was given much credit in contemporary journals of that day as a contributing factor in hastening Florida's recovery from its condition following the boom.

Commissioner Carter was first elected to the Railroad Commission, as it was called then, in 1934. He has been re-elected with increasingly large majorities, and is now serving his fifth term. In addition, he was

elected last year to the honorary position of Democratic national committeeman for Florida. He has been active in party matters for more than forty years, and has been a national factor since 1924, when he successfully managed the McAdoo bid for presidential nomination in Florida's preferential primary.

Among many of the important movements initiated by Jerry W. Carter for the benefit of Florida and the South, an outstanding success has been the Inter-territorial Class Rate and Classification case, also known as the Southeastern Governors' case, which resulted in lower freight rates for the south. He started this case in 1935, has defended it before numerous courts and commissions, and frequently has been credited with having prevented its dismissal and abandonment. Witnesses before the interstate commerce commission have recently testified the savings to Florida shippers by that rate case run to nearly \$2,000,000 a year.

Jerry and his wife are the parents of seven sons, who attended the University of Florida, served their country in one capacity or another during the recent war, and now are engaged in various trades and professions. Jerry and Mrs. Carter and their sons and grandchildren now number a family of 30, all Democrats.

COMMISSIONER WILBUR C. KING

The old King's ferry across the St. Johns river in Nassau County is one of the early landmarks of the Florida family which produced Wilbur C. King. His grandfather operated the ferry which bore his name, and which probably gave the name to the highway of the same name which entered Jacksonville from the north.

But James W. King, son of the Nassau countain, settled as a boy in Lecanto, a small community near Inverness in Citrus County. His wife, Virginia, was a native of Alabama. There Wilbur C. King was born.

He was born to a life of hard work. At an early age, he had the responsibility of supporting a widowed mother and of sending two sisters to school and helping a brother. He began his schooling in a one-room school at nearby Sunnyside before the community of Lecanto had a school and dug out his education from any books he could get. He corresponded for years for the Citrus County Chronicle to help in his drive toward an education.

When Wilbur King was 25, his obligation to his family was ended and he located near Bradenton as assistant postmaster at Talavast and manager of a turpentine operation. From there he went to Zolfo Springs, where he married Miss Etta Bethea of that city. It was there he made his permanent home.

There too, in Zolfo Springs, Wilbur King began life as a merchant, with a capital of \$250 and a lot of hope and ambition. This was to lead

him, not only through many years as a merchant, but send him into many public works, for his community, his county and finally his state.

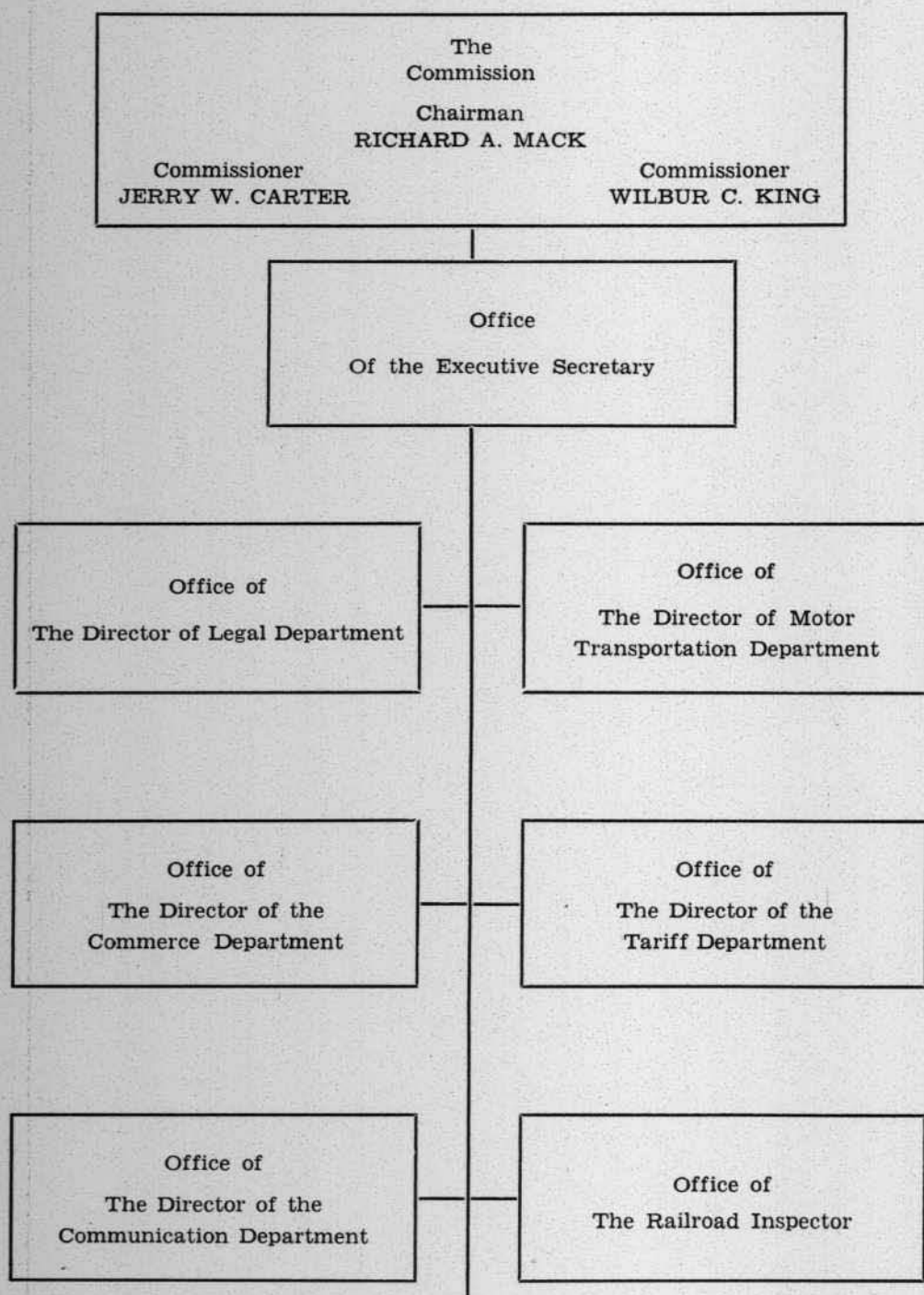
The first public office held by Commissioner King was that of City Councilman for Zolfo Springs. He remained on the council for 20 years. In 1933, he was elected to the Hardee County commission and remained there for 10 years, six of them as chairman. During that time, he was elected president of the state association of county commissioners, serving with distinction also as the guiding spirit of their legislative program.

Experience with the state legislature sent him then into the race for state senate and the 1945 session found him representing the four-county twenty-seventh senatorial district. In 1946, he was induced to enter the race for the Railroad Commission to succeed E. S. Matthews of Starke who had retired. King was elected and began his duties in 1947. In 1950 he was elected for another four year term.

The official positions Commissioner King has held tell only a small part of his story of public service. There were the many times when he was the head of the local community chest and Red Cross drives, and county chairman of numerous welfare campaigns. He was a cattleman, citrus grower and vegetable raiser, so Wilbur King found himself president of Hardee County citrus growers association, president of the Zolfo Springs strawberry and tomato growers association, and many others along this same line.

Out of this background of public service and business experience, Commissioner King draws on a large fund of information to help him make decisions as a member of the Florida Railroad and Public Utilities Commission.

He proposed a reorganization of the Commission soon after he joined, which met with acceptance by the other commissioners. The results have been better service to the public, greater ability to control the public utilities under the Commission and the gradual building up of a staff of experts to handle the specialized problems of this important State body.



The Executive Secretary

The office of the Executive Secretary consists of the Secretary himself, two secretaries and two file clerks. This office is the administrative center of the staff. All of the official records of the Commission come under the jurisdiction of the Secretary. He receives, opens and routes all mail not directed to one of the Commissioners or a particular member of the staff and maintains a follow system on files and correspondence. He must have knowledge of all the functions of the various departments in order that he may properly answer all inquiries directed to his office. It is his duty to make arrangements for all public hearings, conferences, etc., at the direction of the Commission. He has the duties of personnel director and the right to assign an employee from one department to another for temporary work when needed and when the regular work of such employee permits. He acts as property custodian for the Commission and supervises the maintenance staff. The Secretary also acts as purchasing agent for the Commission, issuing all purchase orders.

BIOGRAPHY OF BOLLING C. STANLEY



Bolling C. Stanley, Executive Secretary of the Commission, is a native of Virginia. He received his education at the Norfolk Academy, Emory and Henry College and the University of Virginia, receiving an L.L.B. degree from the latter in 1924. He was admitted to the practice of law in Virginia and Alabama in that year and after practicing for a year in Birmingham moved to Florida, where he was admitted to practice in 1925. Since that date he has made his home successively in Fort Myers, Jacksonville, Orlando and Tallahassee, having moved to the latter city in 1933. From 1930 to 1935 he was Director of the Florida Railway Tax Bureau and from 1935 to 1945 acted as Tax Examiner for the Seaboard Air Line Railway. During a portion of the latter period he also engaged in the practice of law. From 1945 to 1949 he served as an Assistant Attorney General of Florida and was appointed to his present position on January 7, 1949.

He is married and has one son and one daughter. He is a Democrat and is a member of the Methodist Church, the Florida and Tallahassee Bar Associations and Phi Gamma Delta and Phi Delta Phi fraternities.

REPORT OF EXECUTIVE SECRETARY

The year 1950 was marked by great progress by the Commission and its employees. Through a close coordination of effort an increased work load was handled efficiently and expeditiously despite the fact

that there was no increase in the number of employees of the Commission. As illustrative of the increase in the volume of work performed by the Commission and its employees: 166 applications requiring public hearings were received and docketed in 1950, compared with 107 such applications in 1949; during 1950 the Commission and its Examiners held 173 public hearings compared with 128 in 1949; 183 formal orders were issued during 1950 compared with 128 in 1949; and in 1950 the Commission, usually with several members of its staff also present, held 126 conferences for the purpose of considering the decisions to be made in cases already heard and disposing of other official business, compared with 103 such conferences held during the year 1949.

During the past year the Commission adopted several salutary rules of practice and procedure. One of these provides that a request for postponement of a hearing must be made at least ten days prior to the scheduled date of such hearing and if the request for postponement is granted for good cause shown, the party obtaining the postponement must issue the notice of postponement. Since the adoption of this rule there have been fewer postponements of hearings than in the past, with the result that plans for hearings may be followed with far more certainty and the time and efforts of the Commission and its employees are no longer wasted through the disruption of work schedules by last-minute postponements of hearings.

Another rule adopted in 1950 has resulted in fewer requests of motor carriers for temporary operating authority and a more comprehensive consideration by the Commission of requests of this nature. This rule provides that the Commission will not entertain a request for temporary operating authority unless the motor carrier has filed a formal application for permanent operating authority, offers proof that an emergency exists requiring the granting of the temporary authority in the public interest, and certifies that it has given notice of the request to all motor carriers that might be affected by the granting of the request for temporary operating authority. The Commission defers action on the request for a reasonable time in order that the motor carriers so notified may have an opportunity to file objections if they wish to interpose them. Thereafter, based upon all the facts before it, the Commission decides whether or not the request for temporary operating authority should be granted.

In many other ways the Commissioners have continued to demonstrate their progressiveness. They have installed a system of triplicate receipts for miscellaneous revenues, a system of pre-numbered purchase orders and a day-to-day ledger of expenditures of different classifications, all of which have resulted in simpler and more concise financial records. Also during the year 1950 a complete inventory was made of the furniture, furnishings and equipment of the Commission's offices. Each article was listed and labeled and a card index system was established con-

taining descriptions of all items of this property. Valuations are now being made of the articles.

Under the leadership of the three Commissioners the entire organization has functioned smoothly and efficiently and is fully prepared to assume any additional jurisdictional responsibilities that the Legislature may see fit to entrust to it.

The Legal Department

The director of the Legal Department is the General Counsel of the Commission and he is assisted by two attorneys, an attorney examiner, court reporter, and two legal clerks. It is his duty to be present or to designate one of his assistants to be present at all public hearings held by the Commission. It is the function of his office to draw all orders pertaining to decision of the Commission. This office represents the Commission in all cases pertaining to the Commission coming before the State and Federal Agencies and Courts. He must be prepared at all times to give legal counsel to the Commission and its staff on all matters coming before the Commission and in addition on all matters that affect the jurisdiction of the Commission.

BIOGRAPHY OF LEWIS W. PETTEWAY, GENERAL COUNSEL



Petteway, Lewis W., born Loughman, Florida, September 29, 1904. Educated in public schools of Georgia, Emory University, and Mercer University College of Law. Admitted to Georgia Bar in 1927 and Florida Bar in 1928.

Private practice of law in Tampa, Miami and Tallahassee, 1928 to 1941. Assistant Attorney General of Florida, 1941 to 1944. General Counsel for Florida Railroad and Public Utilities Commission since 1944.

Admitted to practice before Federal District Courts for Northern and Southern Districts of Florida; United States Court of Appeals, Fifth Circuit; United States Supreme Court; Interstate Commerce Commission and all other Federal Regulatory Agencies.

Member F & A M, K of P, A. T. O., Tallahassee Kiwanis Club, Tallahassee and State Chamber of Commerce; Tallahassee, State and American Bar Associations; Interstate Commerce Commission Practitioners Association.

Member First Baptist Church, Tallahassee and served for two years as Chairman of its Board of Deacons. Presently, a member of the Board of Deacons and Chairman of the Church's \$750,000.00 Building Program.

Married Henrietta Johnson of Tampa who graduated from Florida State College for Women where she was a member of Kappa Delta Sorority. Mrs. Petteway taught mathematics in the high schools of Tampa for several years. One daughter, Ann.

ANNUAL REPORT OF LEGAL DEPARTMENT FOR 1950

The Legal Department of the Florida Railroad and Public Utilities Commission, through its General Counsel, submits the following report for the year 1950:

Public Hearings

Some member of the Legal Department is usually in attendance at all public hearings held by the Commission. During the year 1950 the Commission held more hearings than in any other single year during the past ten years. Applications for rate increases and rate adjustments filed during the year 1950 exceeded any previous twelve months period. The Commission held numerous hearings throughout the year in an effort to bring about improvement in services rendered by various public utilities and carriers. In all public hearings the representative from the Commission's Legal Department usually serves in a dual capacity of clerk and attorney, advising the Commission on questions of law, admissibility of evidence and helping to perfect a record upon which the Commission can act intelligently. In most cases where a public hearing is held the Legal Department makes formal recommendations to the Commission and each hearing results in a formal order which is prepared by the Legal Department in accordance with the findings and decision of the Commission. Very few cases of any importance are finally disposed of with less than three or four conferences and some representative of the Legal Department is usually present at each of these conferences.

Litigated Cases

In addition to the routine matters handled by the Legal Department, counsel for the Commission represents the Commission in all litigation in which the Commission is in any wise interested. The more important litigated cases handled during 1950 are as follows:

1. Jacksonville Gas Corporation v. Florida Railroad and Public Utilities Commission, 50 So.(2d) 887.

This is probably the most important rate case in the history of public utility regulation in Florida. This is a certiorari proceeding in which Jacksonville Gas Corporation sought to have the Supreme Court review an order of the Commission fixing the rates for this public utility. The Commission's order required a refund to subscribers in the city of Jacksonville in excess of \$150,000. The utility had based its case primarily on the fair value theory of rate making which gives primary consideration to reproduction cost new. The Commission refused to approve this method of rate making and struck from the record all testimony and evidence concerning reproduction cost new and trended price valuations and adopted a rate base which was predicated upon net average investment ascertained from original cost of the property used and useful in rendering the service plus working capital less accrued depreciation, which closely parallels the prudent investment theory of rate making. In its argument before the Supreme Court the Commission estimated that the adoption of the reproduction cost concept of rate making in Florida would result in an increase of approximately 50% in practically all public utility rates. The Supreme

Court approved the method followed by the Commission and went on to say that this regulatory agency is not bound by any particular formula in fixing rates so long as the resulting rate is just and reasonable.

2. Wilbur C. King, et al v. United States of America, presently pending in United State District Court, Northern District of Florida.

This is an action brought by the Commission to vacate and enjoin enforcement of an order entered by the Interstate Commerce Commission requiring all railroads operated within this State to increase their intrastate freight rates and charges above the level found to be just and reasonable by the Florida Commission and to assess in lieu thereof much higher rates prescribed by the Federal agency. Witnesses on behalf of the various railroads testified that the difference between the rates prescribed by the Florida Commission and the rates prescribed by the Interstate Commerce Commission involved approximately \$1,000,000 annually; in other words, the rates prescribed by the Florida Commission during the past three years have resulted in savings to the shippers and receivers of freight in Florida slightly in excess of \$1,000,000 annually. This injunction proceeding is being processed before a statutory three-judge district court. Final argument has been presented to the court which now has the matter under consideration. Very important policies of rate making are involved in this case and undoubtedly the matter will be carried to the United States Supreme Court regardless of the decision of the lower court.

3. Atlantic Coast Line Railroad Company v. King, et al, 49 So.(2d) 89.

This was a proceeding in certiorari before the Supreme Court of Florida to quash an order of the Commission denying an application of the railroad to discontinue Cross City as a regular stop for the Southland. The Court quashed the order in a 4 to 2 decision and wrote an opinion which should be helpful in the event the Commission has any more cases of a like nature. Petition for rehearing was denied.

4. Atlantic Coast Line Railroad Company and Florida East Coast Railroad Company v. U. S. Sugar Corporation and Florida Railroad and Public Utilities Commission, 47 So.(2d) 513.

Atlantic Coast Line Railroad Company v. Florida Railroad and Public Utilities Commission, 47 So.(2d) 514.

In these two cases the railroads undertook to have the Supreme Court review orders of the Commission by the method of direct appeal from such orders. On separate motions to dismiss filed by the Commission the Supreme Court granted such motions and held that the method of appeal could not be employed for the review of final orders of the Commission and that such orders should be reviewed by certiorari.

5. City of Pensacola v. King, et al, 47 So.(2d) 317.

This was an original prohibition proceeding in the Supreme Court of Florida to prohibit the Commission from hearing an application for

a common carrier certificate and involved the constitutionality of a local law taking from the Commission and giving to the City of Pensacola jurisdiction over certain transportation in that city and the suburban territory adjacent thereto as defined in such law. Contrary to the contention of the Commission the Supreme Court upheld the validity of the law, then granted rehearing. However, on rehearing the Court unanimously adhered to its original opinion.

6. *Brack v. Carter, et al* (2nd Brack case) On Appeal from Circuit Court of Duval County, 47 So.(2d) 896.

Like the City of Pensacola case, *supra*, the second Brack case involved the validity of a local law giving to the City of Jacksonville and taking from the Commission jurisdiction over certain transportation between points in that city and the airport, zoo, utilities and other property owned by the city and situated in Duval County. Although there is marked dissimilarity between this local law and the one involved in the City of Pensacola case the Supreme Court upheld the local law in the second Brack case on the strength of its decision in the City of Pensacola case and did so in a unanimous opinion. Petition for rehearing was denied.

7. *City of Jacksonville Beach v. Commission.*

This is an original proceeding in prohibition in the Supreme Court of Florida whereby the City of Jacksonville Beach undertakes to prohibit the Commission from holding a hearing on an application of Jacksonville Coach Company for authority to operate on a new state road between Jacksonville and Jacksonville Beach within a radius of 10 miles of State Road 78 south to Ponte Vedra, on the theory that said road lies in territory exempt by law from the jurisdiction of the Commission. The Commission filed a motion to strike a large part of the suggestion but after argument the motion was denied. Thereupon, the Commission filed a lengthy answer in which, among other things, the constitutionality of the aforesaid exemption was challenged. The answer creates numerous issues of fact and the case now stands on such suggestion and answer. It would appear that the Court must either dismiss the proceeding because of the issues of fact or appoint a Commissioner to take testimony.

8. *Cone Brothers Contracting Co. v. King, et al*, 50 So.(2d) 175.

The Commission briefed and argued the above case before the Supreme Court and a 4 to 2 decision in our favor was rendered. This case involved no principles of law which were of any consequence to the Commission or the public. It is primarily for the purpose of again obtaining jurisdiction of the "for hire" application of Cone Brothers so that the Commission can exercise its lawful discretion under the provisions of Section 323.14, F. S. 1941 as amended by Chapter 25,418, Laws of 1949.

9. *Petroleum Carrier Corporation v. Florida Railroad and Public Utilities Commission*, 50 So.(2d) 528.

Service Coach Line, Inc. v. King, et al, 50 So.(2d) 880.

Stanley Tours, et al v. Florida Railroad and Public Utilities Commission.

All of these cases involve questions having to do with common carrier certificates of public convenience and necessity and are pending in the Supreme Court of Florida. They were briefed during 1950 but will not be argued until January or February, 1951.

10. Atlantic Coast Line Railroad Company v. Florida Railroad and Public Utilities Commission.

This is a proceeding brought by the Atlantic Coast Line Railroad Company against the Commission before a three-judge statutory district court to set aside an order of this Commission in which the Commission refused to allow the railroad to discontinue daily passenger service between Clewiston, Florida and Lakeland, Florida and substitute in lieu thereof tri-weekly service between said points. In this case the Commission has taken the position that freight earnings from the operation of this particular branch line should be taken into consideration in determining the profit or loss resulting from the operation of said line. In all recent freight rate proceedings the railroads have used the tremendous deficits resulting from passenger train operations to justify increasing freight rates. If this is proper then the Commission believes that earnings from freight operations should be given just as much consideration in cases involving abandonment of passenger train facilities.

11. Dade County Newsdealers Supply Company v. Florida Railroad and Public Utilities Commission, 48 So.(2d) 89.

This is a certiorari proceeding in the Supreme Court involving a rule of the Commission requiring all telephone companies to discontinue telephone service when notified by a law enforcement officer that such service is being used for illegal purposes. This rule provides for a hearing after the service has been discontinued so that the subscriber can have an opportunity to have the service reinstated upon satisfactory showing that it will not be used in the future for illegal purposes. The Attorney General requested Southern Bell Telephone and Telegraph Company to discontinue telephone service furnished to Dade County Newsdealers Supply Company in Miami because the service was being used for gambling purposes or in furtherance of gambling. The circuit court in Dade County refused to enjoin the discontinuance of said service on the ground that this Commission had jurisdiction. The subscriber then filed a petition with the Commission requesting a hearing before the service was discontinued. However, the Commission took the position that its rule provided for a hearing **after** the service was discontinued rather than prior to discontinuance. The Commission took the further position that the subscriber must secure whatever relief it was entitled to prior to discontinuance of the service from a court of equity and not from this Commission. The Supreme Court sustained the Commission's position in this case.

12. Richard W. Ervin v. Peninsular Telephone Company.

This is a certiorari proceeding in the Supreme Court from an order of the Commission dismissing a complaint filed by the Attorney General against Peninsular Telephone Company for installing certain telephones contrary to the provisions of the so-called anti-bookie law. In this case the Commission found that the telephones in question were intended to be used and were in fact used for gambling purposes and in furtherance of gambling but that said telephones were the usual and customary type exchange telephones and could only be used through the switchboard. This type of telephone service is specifically exempted from the so-called anti-bookie law. The Supreme Court disagreed with the Commission and took the position that the telephones obviously were to be used in violation of the law and therefore came within the legislative intent of the private wire statute. The effect of this decision by the Court is to subject all telephones of every kind to the provisions of the private wire statute and because of the many practical problems which would result from such a decision the telephone companies petitioned the Court for reconsideration. The Court has now had this matter under reconsideration for several months.

Interstate Commerce Commission Cases

1. Investigation and Suspension Docket No. 5500, Unloading Charges on Fruits and Vegetables at New York and Philadelphia.

There is still pending before the Interstate Commerce Commission this proceeding in which the eastern railroads are attempting to assess unreasonable unloading charges on fruits and vegetables at Philadelphia and New York. Under an order of the Interstate Commerce Commission these increased charges are presently in effect and have increased the freight bill on Florida citrus and vegetables by approximately \$750,000 per annum. However, this Commission in cooperation with the Florida Growers and Shippers League requested reconsideration and rehearings before the Interstate Commerce Commission which request was granted. During the year this Commission has participated in several further hearings in this matter and it is confidently believed that the case will ultimately be decided in favor of the shippers and the fruit and vegetable industry of this State will be relieved of these unreasonable charges.

2. I.C.C. Docket No. Ex Parte 5800, Increased Rates and Charges on Citrus Fruit.

The Commission's Legal Department, along with the Commerce Department of the Commission, took an active part in opposing increases in express rates and charges on citrus fruit which, if granted, would have completely destroyed an important Florida industry. The Commission, in cooperation with the Florida Express Fruit Shippers Association, vigorously opposed the application of the Railway Express Agency in this proceeding which would have increased these express charges

by more than \$2,000,000 annually. The Interstate Commerce Commission found that this industry could not live under the proposed increases and granted a nominal increase of only 10% whereas the proposed increase approximated 75%.

3. I.C.C. Docket No. Mc-43, Lease Practices of Motor Carriers.

The Commission's Legal Department has continued to take an active part in this proceeding, attending hearings and participating in oral arguments before the Interstate Commerce Commission. The Commission has entered its final decision in this proceeding and has established very comprehensive rules governing the leasing of motor vehicles to and by auto transportation companies.

4. I.C.C. Docket No. Mc-968. Exempt Commodities.

From the standpoint of Florida's fruit and vegetable industries this has been a very important proceeding before the Interstate Commerce Commission. It grew out of a decision entered by that Commission which, if allowed to stand, would have destroyed the exempt status of private carriers engaged in transporting Florida's citrus fruits and vegetables to the great markets of the north and east. This proceeding is very closely related to I.C.C. Docket No. Mc-43 insofar as Florida is concerned. Private carriers transport Florida fruits and vegetables northbound and then lease their equipment to regulated carriers for the purpose of transporting various commodities to Florida. It would be prohibitive for regulated carriers to maintain sufficient equipment for their heavy southbound movement when there is comparatively little northbound traffic from Florida to be handled by these regulated carriers. At the same time, Florida growers and shippers are able to transport their products northbound by unregulated private carriers much cheaper than they could if they were required to use regulated carriers. The Florida Commission in both of these cases strongly advocated such rules as would permit the continued transportation of Florida fruits and vegetables as exempt commodities and the trip-leasing of equipment by private carriers to regulated carriers. The Interstate Commerce Commission has recognized the merit of this Commission's position and has finally terminated both of these proceedings favorable to that position.

5. In the Matter of Florida East Coast Railway Company, Debtor. Finance Docket No. 13170.

The Commission intervened in the United States District Court in the reorganization of the Florida East Coast over the objection of bondholders and was permitted to file therein a petition having for its purpose the enforcement of the Commission's order requiring the Trustees of said railroad to relocate and construct new passenger station facilities at Miami. The bondholders all filed answers to this petition questioning the jurisdiction of the Commission to enter such order. The Commission then filed motions to strike the portions of such answers questioning our jurisdiction. Judge Strum, who continues as

District Judge Pro Haec Vice in this matter, set these motions for argument on December 4, 1950 but due to his illness oral argument has been postponed indefinitely.

The Commission also intervened in that part of the reorganization of the Florida East Coast pending before the Interstate Commerce Commission and filed a brief and made oral argument before the Interstate Commerce Commission for the purpose of urging that any reorganization plan certified to the Federal Court shall include a cash reserve for the relocation and construction of new passenger station facilities at Miami.

In addition to the foregoing cases, the Commission's Legal Department has participated in the prosecution of numerous criminal cases and injunction proceedings in various courts throughout the State in the routine enforcement program of the Commission as it relates to auto transportation companies and the use of telephones for illegal purposes.

The foregoing is a brief resume of the more important matters participated in and handled by the Commission's Legal Department. It is anticipated by this Department that the business of the Commission which has been increasing at a rapid rate during the past few years will continue to increase even more rapidly for some time to come. Undoubtedly the coming session of the Legislature will provide for the state-wide regulation of gas and electric public utilities. Jurisdiction over these utilities surely will be vested in this Commission and this additional jurisdiction will multiply the work of the Commission many times.

Motor Transportation Department

The Motor Transportation Department consists of the Director, a Supervisor of registration and insurance, a secretary and sixteen motor transportation inspectors who are stationed throughout the state. The Director of this department is responsible for maintaining current records on the operating rights of all motor carriers under the jurisdiction of the Commission and for the supervision and registration of all motor vehicle equipment operated by them. The motor vehicle inspectors report directly to the Director of this department and he is responsible to the Commission for all of their enforcement activities. This office issues identification plates to the various carriers for their vehicles.

BIOGRAPHY OF EDWIN THOMAS HAMIL



Edwin Thomas Hamil was born November 3, 1903 at Plattenville, Louisiana. He received his early grade school education in Louisiana and completed high school at Melbourne, Florida. At the age of twenty years, he was employed by the City of Palatka Police Department where he remained for six years. Following this, he was employed by the Sheriff's Office of Seminole County, delegated to highway traffic work, for four years. He was employed by the Railroad Commission, as an inspector, in December of 1934, and was delegated principally to the Central Florida Area. In 1945, he was delegated to revise the records of the Commission in the Tallahassee office as it applied to motor carriers, and the compilation of a record of all interstate carriers authorized to operate in Florida. During part of this period, he served as Acting Secretary of the Commission due to a temporary vacancy. In January, 1948, he was appointed Director of the Motor Transportation Department, and placed in full charge of all motor carrier operations under the jurisdiction of the Commission; and has direct charge of all enforcement.

Mr. Hamil is married and has three sons and one daughter. The eldest is 26 years of age and the youngest, the daughter, is 16. Two of the sons served in the United States Navy during the last World War; and the eldest and youngest are now serving in the United States Navy.

Mr. Hamil is a resident of Chuluota, Florida, located in Seminole County. He is a Mason and a member of the Baptist Church.

REPORT OF THE MOTOR TRANSPORTATION DEPARTMENT

The Motor Transportation Department feels that in the year 1950 more constructive and efficient work was produced in the public interest than in any single year's efforts. Through the closely coordinated work

of the field inspectors, the regulated carriers experienced an uptrend in freight revenues, which, to some degree, can be attributed to the fine work done by our field force. As will be shown later, the counties of the State received considerable revenues in their fine and forfeiture funds as a direct result of the efficient work of our inspectors. We take pride in pointing out that in the number of criminal cases filed in the courts of the several counties of the State, alleging violations of the transportation laws, 98% of the defendants forfeited bonds, rather than face trial. We like to point to the fact that this is the result of technical training of our field men in transportation laws to the end that "airtight" evidence was obtained in these prosecutions. Following the policies declared by the Governor, this department effected safety road checks of motor equipment, and as a direct result of this effort, hundreds of safety corrections were made. In this regard we find that the average vehicle driver operating under the jurisdiction of this Commission favors, very much, these safety checks. We do not feel that the rapid uptrend in motor vehicle accidents in the State can be attributed to the regulated carriers; this being due to the fact that the majority of carriers, under the jurisdiction of this Commission, supervise the safety of operation and equipment in their own organizations, to a large degree.

This department feels the Auto Transportation Act of 1941, as amended, should be further amended in several respects to meet the present day conditions, and has suggested to the Legal Department that several amendments be presented to the next session of the Florida Legislature. It is hoped the Legislature will enact into law the proposed amendments to the Motor Transportation Act so that the intents and purposes of the motor transportation laws may be more expeditiously exercised in the public interest.

This department, during the year 1950, effected investigations of several hundred major and minor complaints of the public, relating to service, sanitation, etc., against regulated transportation companies; and in the majority, brought about satisfactory results in the public interest. The level of service rendered by the motor carriers, to the public, has been closely supervised by this department to the end we feel that motor transportation, both freight and passenger, is maintained on a higher level than any state in the Union. The State of Florida has grown in its population and economy, partly as a result of its fine motor transportation systems.

As was reported in the annual report for the year 1949, this department participated in several major investigations conducted by the Interstate Commerce Commission, which had a direct bearing on the economics of the State.

In the general investigation, Ex Parte MC-43, the Interstate Commerce Commission entered its final order which has been temporarily stayed from its effective date; however, it is our opinion that the

order will become effective at an early date. In this investigation, having to do with "lease practices" of motor common carriers, nothing contained in the Commission's findings were adverse to our State; and, in fact, the Commission specifically recognized the Florida economics, and to a large degree favored this state in its findings.

Ex Parte-C 968, referred to in the annual report of 1949 has proceeded to the point of a recommended order of the Examiner. This proceeding had to do directly with the Florida Agricultural Interests and motor transportation of such commodities. The recommended order of the Examiner favors the Florida Agricultural Interests, and we feel that a victory has been won in this proceeding.

In the I and S Docket M-3162, in which this department participated before the Suspension Board of the Interstate Commerce Commission in behalf of the Citrus Canning Industry, and the motor common carriers, the Commission has finally entered its order sustaining our position.

MOTOR VEHICLE RECIPROCITY BETWEEN THE STATES

Under the General Laws of the State of Florida, the Chairman of the State Road Department, the Motor Vehicle Commissioner and the Chairman of the Railroad and Public Utilities Commission, with the approval of the Governor, may enter into motor carrier reciprocal agreements between the several states.

The Southern State's Reciprocal Conference, in December of 1950, consummated a uniform reciprocal agreement, comprehending the States of Alabama, Florida Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee and Virginia. We feel that through this uniform agreement we have gone far in breaking down "state line" barriers that have heretofore hindered motor carrier operation.

During the year 1950, this department and the Motor Vehicle Commissioner negotiated a motor carrier reciprocal agreement with the State of Maine which will be of direct benefit to our household goods carriers who operate on a broad scope.

The Motor Transportation Department, which collects all fees and deposits same with the State Treasurer, reports the following collections for the year 1950:

Identifying Number Plates.....	\$12,610.00
Filing Fees	4,150.00
Spot Lease Stickers.....	14,110.50
Miscellaneous	155.80
Taxicab (For Hire and Master Permits and Identifying Number Plates).....	22,750.50
Total Collections	<u>\$53,776.80</u>

Gross collections of mileage taxes for the calendar year from all auto transportation companies for the years 1946 through 1950 reflect the following trend:

1946	\$560,822.09
1947	582,172.58
1948	676,653.72
1949	667,901.58
1950	721,804.12

During the calendar year of 1950 the field inspectors of the Commission report the following activities:

Number of arrests.....	415
Number of convictions.....	369
Number of cases dismissed.....	6
Number of cases pending.....	40
Number of road inspections (mileage tax purposes).....	5120
Number of sanitary inspections.....	820

Amount of criminal bonds posted in the several counties for the foregoing arrests:

Alachua	\$ 200.00
Bay	635.00
Bradford	550.00
Brevard	550.00
Broward	250.00
Citrus	200.00
Columbia	2,775.00
Dade	7,700.00
Duval	2,450.00
Escambia	2,650.00
Flagler	9,292.00
Gilchrist	150.00
Gulf	200.00
Hamilton	215.00
Hardee	250.00
Hendry	100.00
Hernando	750.00
Hillsborough	8,650.00
Holmes	250.00
Jackson	1,450.00
Jefferson	2,750.00
Lake	550.00
Leon	1,900.00
Levy	250.00
Manatee	60.00
Marion	2,600.00

Martin	50.00
Nassau	2,725.00
Okaloosa	50.00
Orange	950.00
Palm Beach	1,475.00
Pasco	450.00
Pinellas	550.00
Polk	700.00
Santa Rosa	350.00
Sarasota	536.50
Seminole	100.00
St. Lucie	250.00
Taylor	50.00
Volusia	250.00
Walton	300.00
Washington	2,364.00
Total	<u>\$58,527.50</u>

During the calendar year of 1950 the Motor Transportation Department had the following classes and number of vehicles registered under the Commission's jurisdiction:

Common Carriers	1780
Contract Carriers	137
Limited Common Carriers	842
Certificate of Registration (non-reciprocal)	723
Certificate of Registration (reciprocal)	8565
Permit Carriers	37
Taxicabs	2349
Total Units Registered	<u>14,433</u>
Spot Lease Stickers Issued	22,114

During the calendar year of 1950, the Motor Transportation Department received accident reports from regulated carriers under the Commission's jurisdiction. Under the Commission's rule, all accidents involving personal injury shall be reported, and all accidents involving property damage of \$50.00 or more shall be reported. There is reflected into the following totals, accidents of Florida carriers that may have occurred in states other than Florida; however, the accident is reportable and chargeable to the Florida domiciled carrier:

FREIGHT CARRIERS

No. Accidents	237
No. Deaths	11
No. Injured	90
Property Loss and Damage	<u>\$221,544.02</u>

PASSENGER CARRIERS

No. Accidents	194
No. Deaths	10
No. Injured	162
Property Loss and Damage	\$ 42,647.28

The following is a breakdown of carriers registered with the Commission and application matters handled by the Motor Transportation Department (office section):

COMMON CARRIERS:

Granted	6
Dismissed	1
Denied	4
Withdrawn	0
Cancelled	12

CONTRACT CARRIERS:

Granted	3
Dismissed	0
Denied	2
Withdrawn	0
Cancelled	3

LIMITED COMMON CARRIERS:

Granted	16
Dismissed	1
Denied	6
Withdrawn	0
Cancelled	3

PERMIT CARRIERS:

Granted	4
Dismissed	0
Denied	2
Withdrawn	0
Cancelled	3

CERTIFICATES AND PERMITS IN EFFECT

Common Carriers	71
Contract Carriers	39
Limited Common Carriers	184
Certificate of Registration (non-reciprocal)	55
Certificate of Registration (reciprocal)	519
Permit Carriers	24
For Hire and Master Permits (taxicabs)	563

Motor Transportation Orders

ORDER NO. 2354:

Granted application with modifications, of Albert Charles Walters for certificate as a contract carrier.

ORDER NO. 2355:

Denied application of Edwin Thomas for a certificate authorizing transportation of renters of cottages of the applicant at Dixtom Cottages, Pinellas County and operation of sightseeing tours from said cottages to various points and places in the State.

ORDER NO. 2356:

Rehearing of application of Jack's Cookie Company, Tampa, Florida, for a certificate of public convenience and necessity to operate as a private contract carrier. Application denied.

ORDER NO. 2357:

Extraordinary application of Airline Service, Inc. for a rehearing on Commission Orders Nos. 2297, 2298 and 2314 relating to the operation of R. W. Brack d/b/a Airport Limousine Service.

ORDER NO. 2357-A:

Correcting Order No. 2357 as to date of hearing.

ORDER NO. 2358:

Application of Redwing Carriers, Inc., for approval of its F.R.C. Tariff MF No. 8 and investigation relative to the intrastate rates applicable to tank truck carriers of petroleum, petroleum products and petroleum by-products. Order to show cause.

ORDER NO. 2358-A:

Investigation relative to the intrastate rates applicable to tank truck carriers of petroleum, petroleum products and petroleum by-products. Order postponing effective date.

ORDER NO. 2359:

Approving transfer of Certificate No. 128 from Highway Transportation Company to M. R. and R. Trucking Company, except the right to operate as a carrier of rail freight and express between Blountstown and Wewahitchka, such freight and express to be received from or destined to Marianna and Blountstown Railroad for delivery on their line of connections.

ORDER NO 2360:

Cancelled Contract Carrier Certificate No. 264 of Stansell-Ulmer and Stansell.

ORDER NO. 2361:

Approving transfer of all operating rights contained in Limited Common Carrier Certificate No. 3 of W. D. Kniffin, deceased, to Mary B. Kniffin.

ORDER NO. 2362:

Application of J. H. Shipe Trucking Corporation, Winter Haven, Florida, for Limited Common Carrier Certificate authorizing transportation of canning plant products and supplies over certain routes and territory set forth in the application. Order modifying Order No. 2086.

ORDER NO. 2363:

Granting application of Southern Truck Lines for extension of Certificate No. 279 so as to authorize the transportation under contract with the Borden Company of milk, cream, condensed milk and cheese, in bulk, in 5 and 10 gallon containers, from Jacksonville to Gainesville, Ocala, Leesburg, Eustis, Mount Dora, Orlando, DeLand, New Smyrna, Daytona Beach, St. Augustine, Sanford and Starke, Florida, and the transportation of empty containers on return trips.

ORDER NO. 2364:

Citation—Hillsborough Bus System, Inc.

ORDER NO. 2365:

Application of the Greyhound Corporation for authority to self-insure. Granted and prescribed conditions.

ORDER NO. 2365-A:

Vacating Order No. 2365 and granting application and prescribing conditions. Application of the Greyhound Corporation for authority to self-insure.

ORDER NO. 2366:

Denied application of Cone Brothers Contracting Company, Tampa, Florida, for a "For Hire" permit authorizing transportation between points and places in the State of Florida of heavy machinery used in clearing and leveling land and in similar types of work in connection with construction work.

ORDER NO. 2367:

Granted application of Stanley Tours, Inc., for authority to establish and operate a terminal at 310 Lincoln Road, Miami Beach, Florida, in connection with the operation of sightseeing tours.

ORDER NO. 2368:

Denying application of R. J. Walters for authority to pick up and discharge passengers to and from the Dade County International Airport at any point within the corporate limits of the City of Miami Beach.

ORDER NO. 2369:

Transferred that portion of the operating rights contained in Certificate No. L-34, authorizing heavy hauling, from Poinciana Transfer, Inc., to The Murphy Construction Company, West Palm Beach, Florida.

ORDER NO. 2370:

Denied application of A. F. Rountree d/b/a Rountree Transfer and Storage Company for a certificate to operate as a common carrier of household goods, heavy machinery, contractors' equipment, poles, boilers, tanks, pipe, and articles too bulky or heavy for regular common carriers between all points and places in Broward County.

ORDER NO. 2371:

Granted application of Florida Greyhound Lines, Inc., for authority to operate over new State Road No. 212 in its operations under Certificate No. 8, between Jacksonville, Jacksonville Beach and points South of Jacksonville Beach in common carriage of passengers and light express.

ORDER NO. 2372:

Reopened cause and set aside Order No. 2356 in part. Rehearing of application of Jack's Cookie Company, Tampa, Florida.

ORDER NO. 2373:

Transferring certificate authority from Florida Greyhound Lines to The Greyhound Corporation (Florida Greyhound Lines Division).

ORDER NO. 2374:

Transferred certificate authority from Highway Transportation Company to M. R. and R. Trucking Company, that portion referred to in Order 2359.

ORDER NO. 2375:

Approved operating agreement between Ft. Lauderdale Travel Service, Inc., and Broward Transit Company.

ORDER NO. 2376:

Dismissed application of John R. Gurtler and Edna Gurtler for certificate to operate as a common carrier of passengers from points within the City of Jacksonville "thence over city streets as available to Florida State Highway A1A" eastward to Atlantic Beach and Neptune Beach, south on said State Highway to South Ponte Vedra Beach and serving all intermediate points.

ORDER NO. 2377:

Granted transfer of portion of Certificate of Public Convenience and Necessity No. 306 from Volusia Coach Company, Inc., to Halifax Transit Company.

ORDER NO. 2378:

Granted application of Richmond Coach Company, Inc., for Certificate to operate an auto transportation company in Dade County, Florida, as a common carrier of passengers from Richmond Heights to Perrine, Howard, Kendall and South Miami, and return.

ORDER NO. 2379:

Granted application transferring Certificate No. L-34 to Murphy Construction Company from Poinciana Transfer, Inc.

ORDER NO. 2380:

Granted Certificate No. 351 to Thomas Bruce Stone as a contract carrier with the Florida Concrete Pipe Company and Universal Pipe Company.

ORDER NO. 2381:

Denied rehearing on petition of A. F. Rountree, d/b/a Rountree Transfer and Storage Company in the matter of application for a certificate to authorize carriage of household goods, heavy machinery, etc.

ORDER NO. 2382:

Denied application of John H. Mitchell for a Certificate of Public Convenience and Necessity and denied motion of John H. Mitchell to revoke a portion of Certificate No. 28 of Tamiami Trail Tours, Inc.

ORDER NO. 2383:

Approved transfer of all operating rights contained in Certificate No. L-131 from the administrator of the estate of Ernest W. Cruikshank, deceased, to Weathers Bros. Transfer Co., Inc.

ORDER NO. 2384:

Granted Certificate No. L-143 to John M. Swope authorizing common carriage of houses over irregular routes between points and places within Pinellas County, Florida.

ORDER NO. 2385:

Approved transfer of Certificate No. L-128 from A. W. Ramsdell to J. A. Miles, Jr.

ORDER NO. 2386:

Granted Certificate No. L-144 to Emory Kelly Stewart authorizing the operation of an auto transportation company as a limited common carrier of uncrated household goods and uncrated office furniture over irregular routes from Arcadia to all points and places in the State of Florida and from all points and places in the State of Florida to Arcadia.

ORDER NO. 2387:

Extended Certificate No. 269 to authorize transportation of passengers and light express in common carriage from Eau Gallie to Melbourne over State Road No. 5, thence to Indialantic over State Road No. 516 and thence to Joint Long Range Proving Ground Base over State Road No. A1A and return over the same route.

ORDER NO. 2388:

Extended Certificate No. 237 of J. M. and J. O. Thompson to authorize the common carriage of passengers and light express from Eau Gallie to

Eau Gallie Beach (or Canova Beach) over State Road No. 518 and thence over State Road No. A1A to the Joint Long Range Proving Ground Base and return over same route, serving intermediate points along said routes; and between Cocoa Beach and Canaveral.

ORDER NO. 2389:

Granted Certificate No. L-128 be reissued in the name of J. A. Miles, Jr., authorizing the transportation of frozen fruits and vegetables from Plant City to Miami, Florida, over irregular routes and on irregular schedules, in refrigerated or insulated motor trucks or trailers.

ORDER NO. 2390:

Reissued Certificate No. L-131 in the name of Weathers Bros. Transfer Co., authorizing the transportation of household goods as defined in Commission Rule 59 between all points and places in Duval County, Florida and between Duval County, Florida, on the one hand, and other points and places on the other. This order also cancelled Certificate No. 335 heretofore issued to Weathers Bros. Transfer Co., Inc.

ORDER NO. 2391:

Granted Limited Common Carrier Certificate No. L-145 be forthwith issued to Allen Garrett, dba Garrett Transportation Line, authorizing the carriage of passengers limited to the transportation of employees of the St. Regis Paper Company, Cantonment, Florida.

ORDER NO. 2392:

Granted Certificate No. L-146 to the National Audubon Society authorizing the common carriage of passengers on conducted wildlife tours from Miami through various parts of the Everglades National Park and return.

ORDER NO. 2393:

Denied application of Harry R. Bryan for certificate to operate an auto transportation company as a private contract carrier under contract with Montgomery Ward & Company to transport freight in all that territory within a 25 mile radius of Bradenton, Florida, excluding St. Petersburg, Florida.

ORDER NO. 2394:

Revoked Certificates No. 282 and L-84 Hillsboro Bus System.

ORDER NO. 2395:

Approved transfer of that portion of Certificate No. 8 which authorizes the transportation in common carriage by motor buses of passengers, baggage, light express, mail and newspapers between Ft. Pierce and Okeechobee over State Road No. 70 from the Greyhound Corporation (Florida Greyhound Lines Division) to T. H. Nix.

ORDER NO. 2396:

Granted Certificate No. L-147 to Kenneth P. LaRue authorizing the operation of an auto transportation company as a limited common carrier engaging in the following operations: operating construction and moving of houses and construction work and objects used in connection with such moving; removing buildings from foundations and moving them to other locations and there reconstructing and renovating them into homes, churches and other buildings, all of such moving being limited to the moving of houses, buildings, etc. on which applicant has the entire contract for removal, re-erection and renovation.

ORDER NO. 2397:

Granted extension to Certificate No. 1-A, Southeastern Greyhound Lines, to authorize the transportation in common carriage by motor bus of passengers, baggage, newspapers, mail and light express between Jasper and the Florida-Georgia State Line over State Road No. 100.

ORDER NO. 2398:

Dismissed application of Watkins Motor Lines, Inc., for a certificate to operate as a limited common carrier of dairy products and packing house products as defined in the appendix to the report, 46 M.C.C.23, of the Interstate Commerce Commission, under refrigeration, from, to and between points and places in the State of Florida over irregular routes.

ORDER NO. 2399:

Extended Certificate No. 277 of Coast Cities Coaches, Inc., so as to authorize the transportation of passengers over certain additional routes in the Greater Miami Area of Dade County, Florida.

ORDER NO. 2400:

Reissued Certificate No. 130 in the name of Atlantic Greyhound Corporation, and cancelled Certificates 130, 132, 160 and 177 and portion of Certificate No. 1-A.

ORDER NO. 2401:

Approved transfer of a portion of Certificate No. 306 from Volusia Coach Co., Inc., to Halifax Transit Company. Certificate No. 306 re-issued in name of Volusia Coach Co., Inc., and Certificate No. 352 issued to Halifax Transit Company.

ORDER NO. 2401-A:

Correcting above order in that it did not include certain authority previously held by Volusia Coach Company, Inc., and which authority was not a part of that authority transferred from Volusia Coach Company, Inc., to Halifax Transit Company.

ORDER NO. 2402:

Granted application of L. L. Adams, Jr., for an extension of Certificate No. L-37 so as to authorize the establishment of a terminal within the city limits of Miami Beach.

ORDER NO. 2403:

Extended privilege of establishing terminals throughout the Greater Miami area to all sightseeing operators in Dade County.

ORDER NO. 2404:

Approved transfer of limited common carrier certificate (formerly Permit No. 238) from F. L. Edwards to John R. Owens, W. E. Owens and Mrs. Forrest C. Osgood.

ORDER NO. 2405:

Approved transfer of Certificate No. L-54 from Gordon K. Hemby to Earl W. Dail.

ORDER NO. 2406:

Denied application of Gainesville Bonded Warehouse, Inc., for a certificate to operate an auto transportation company in the common carriage of household goods and furniture, from, to and between any and all points in the State of Florida.

ORDER NO. 2407:

Approved on a tentative basis, transfer of Certificate No. 216 from J. E. Cannon and K. B. Cannon, dba Coastal Stages, to Coastal Stages, Inc., provided not less than \$100.00 per month is paid to Southeastern Greyhound Lines or its successors on its and Alaga Coach Lines' inter-line accounts until such accounts are paid in full, permanent authority approving the transfer and cancelling and reissuing such authority in the name of the transferee to be given upon full settlement of such accounts.

ORDER NO. 2408:

Denied application of Petroleum Carrier Corporation for an extension of Certificate No. 15 so as to authorize the transportation of petroleum products in drums, packages and containers and empty containers on return movement from Port St. Joe, Florida, to all points in Florida over irregular routes.

ORDER NO. 2409:

Granted Certificate No. 353 to Alterman Transport Lines, authorizing common carriage of freight consisting of frozen foods and citrus juices from all points in Florida to points in Broward, Palm Beach and Dade Counties, over irregular routes.

ORDER NO. 2410:

Denied application of Joseph Stellingwerf for a certificate to operate an auto transportation company as a limited common carrier of household goods and store stocks and fixtures to and from all points in Florida.

ORDER NO. 2411:

Cause reopened for further consideration of the evidence and a review of Orders No. 2402 and 2403. Further ordered that rulings in Orders Nos. 2402 and 2403 be and they are hereby stayed until further order of the Commission herein.

ORDER NO. 2412:

Approved transfer of Certificate No. 293 from Hartsell Bros., dba Tam-Beach Coach Line to Southern Tours, Inc., which certificate authorized the transportation of passengers and light express in common carriage by motor bus between Tampa and the Gulf Beaches.

ORDER NO. 2413:

Cancelled For Hire Permit No. 249 heretofore issued to E. W. Cruikshank, dba Cruikshank Motor Truck Service.

ORDER NO. 2414:

Granted Certificate No. 354 to T. H. Nix authorizing transportation in common carriage of passengers, mail, baggage, light express and newspapers between Ft. Pierce and Okechobee, Florida, over State Road No. 70.

ORDER NO. 2415:

Cancelled Permit No. 238 and issued Certificate No. L-148 to John R. Owens, W. E. Owens and Mrs. Forrest C. Osgood, a partnership, authorizing transportation of household goods, from New Smyrna, Florida, to points and places in the State of Florida and from points and places in the State of Florida to New Smyrna.

ORDER NO. 2416:

Approved transfer of that portion of Certificate No. 147 which authorized transportation of freight, to, from and between Ft. Lauderdale, Florida, and Miami, Florida, and intermediate points, over U. S. Highway No. 1, and as an alternate route over State Highway No. 84 from Ft. Lauderdale to State Highway No. 7, then over State Highway No. 7 to Miami to South Florida Freightways, Inc.

ORDER NO. 2417:

Denied application of Ewell Engineering and Contracting Company for a certificate of public convenience and necessity.

ORDER NO. 2418:

Granted transfer of Certificate No. 325 from the Town of North Miami to Coast Cities Coaches, Inc., and consolidated all authority of Coast Cities Coaches, Inc., under Certificate No. 277.

ORDER NO. 2419:

Granted Certificate No. 355 to M. S. Letchworth authorizing the transportation in common carriage of houses between points and places

in Madison County and from points and places in Madison County to points and places within a radius of 100 miles of Greenville, Florida.

ORDER NO. 2420:

Granted application of City of Avon Park for restoration of service under Certificate No. 254.

ORDER NO. 2421:

Corrected Certificate No. 135 to show that it was issued to W. A. Dickinson Transfer Company.

ORDER NO. 2422:

Cancelled Contract Carrier Certificate No. 349, Albert Charles Walters.

ORDER NO. 2423:

Approved transfer of Certificate No. 286 from Fred W. Old, dba Ocala Transit Company to Ocala Transit Company, Inc.

ORDER NO. 2424:

Granted Certificate No. 356 to Liquids Transport Company, Inc., authorizing the transportation in bulk of tall oil between points and places in Bay County, Florida, on the one hand, and points and places in Hillsborough and Polk Counties, Florida, on the other hand.

ORDER NO. 2425:

Extended Certificate No. L-18 of Redwing Carriers, Inc., to include authority to transport in bulk in tank trucks spray oils and insecticide oils and non-edible tallow and its by-products to and from all points in the State of Florida and alcohol from Lake Alfred, Florida, to points and places in Florida, all over irregular routes.

ORDER NO. 2426:

Denied amended application of State Oil Company for a certificate to transport pine oil, tall oil and its by-products, over irregular routes to and from all points in the State of Florida.

ORDER NO. 2427:

Extended Certificate No. 15 of Petroleum Carrier Corporation to authorize the transportation of non-edible tallow in bulk in tank trucks from, to and between all points in Florida.

ORDER NO. 2428:

Granted Certificate No. 357 to R. R. Russell, dba Russell the House Mover, to operate an auto transportation company in common carriage in the moving of buildings between points and places in Dade County, Florida.

ORDER NO. 2429:

Denied application of Woodall's Inc. for a certificate to operate an auto transportation company as a common carrier of asphalt, cut back

asphalt, emulsified asphalt, and other types of asphalt and asphalt products in liquid or semi-solid form from, to, and between all points and places in the State of Florida.

ORDER NO. 2430:

Granted Certificate No. 358 to South Florida Freightways, Inc., authorizing transportation of freight, to, from and between Ft. Lauderdale, Florida, and Miami, Florida, and intermediate points over State Road No. 5, and as an alternate route over State Road No. 84 from Ft. Lauderdale to State Road No. 7, thence over State Road No. 7 to Miami, Florida, effective as of September 1, 1950.

ORDER NO. 2431:

Denied application of Walter Moreland for a certificate to operate an auto transportation company as a common carrier of passengers over various routes in the Greater Miami area.

ORDER NO. 2432:

Transferred Certificate No. L-81 from W. Guy McKenzie, dba State Oil Company to South State Oil Company, Inc.

ORDER NO. 2433:

Vacated and set aside Orders No. 2402 and 2403.

ORDER NO. 2434:

Cancelled Certificate No. 128 of Highway Transportation Company, Wewahatchka, Florida.

ORDER NO. 2435:

Granted Contract Certificate No. 359 to W. B. Copeland and P. J. Copeland, dba Ploof Transfer Company, Jacksonville, Florida, authorizing transportation under contract with Southern Zonolite Company of vermiculite, other than crude, in bags, sacks and other containers, from Jacksonville, Florida, over irregular routes to all points and places in Florida.

ORDER NO. 2436:

Amended Certificate No. L-37 of L. L. Adams, Jr., dba Red Adams Sightseeing Tours to authorize the establishment of a location in the city of Miami Beach, Florida, where passengers may be picked up and discharged subject to approval of such location by this Commission.

ORDER NO. 2437:

All auto transportation companies domiciled in the city of Miami and holding certificates issued by this Commission authorizing sightseeing operations in Dade County may establish a location in the city of Miami Beach for the pick up and discharge of passengers after approval of such specific location by this Commission upon application for such approval and after public hearing held by the Commission.

ORDER NO. 2438:

Cancelled Certificate No. 330 of Suburban Coaches, Inc., South Miami, Florida.

ORDER NO. 2439:

Granted Certificate No. 360 to Fred and Lucile Duncan, dba Leesburg Transfer and Storage Company authorizing the operation of an auto transportation company in the common carriage of used uncrated household goods and office fixtures and furniture from Leesburg, Florida, to points and places within a 75 mile radius thereof and from points and places within the said 75 mile radius to Leesburg, Florida.

ORDER NO. 2440:

Approved transfer of Certificate No. L-111 from Mary Margaret Brengle, dba Brengle & Son, to B. H. Monroe, authorizing the transportation of houses in units (not knocked down or dismantled) between points and places in Hillsborough, Pinellas, Manatee, Polk, Pasco and Hernando Counties, Florida, upon notification to the Commission that such transfer has been affected.

ORDER NO. 2441:

Approved transfer of all certificates, operating rights and franchises of Southeastern Greyhound Lines to The Greyhound Corporation, upon effecting the transfer of said certificates and notification of same by the petitioners to this Commission.

ORDER NO. 2442:

Extended Certificate No. L-76 of Arthur R. Bradshaw to authorize common carriage of passengers for sightseeing purposes only from Orlando, Florida, to various points of interest in the State of Florida and to authorize the transportation in common carriage of passengers from Orlando and Winter Park to the Volusia County Kennel Club and return during the racing season at said club, with closed doors through intermediate points.

ORDER NO. 2443:

Denied petition of A. F. Rountree, dba Rountree Transfer & Storage Company for reconsideration in the matter of application of said A. F. Rountree for a certificate to authorize carriage of household goods, heavy machinery, etc.

ORDER NO. 2444:

Granted For-Hire Permit No. 922 to Herman A. Lake, Tampa, Florida, restricted to an authorization for the transportation of aluminum window frames from Tampa, Florida, to construction sites in Hillsborough County, Florida, where such frames are to be used in the construction of buildings.

ORDER NO. 2445:

Granted amended application of Florida Tank Lines, Inc., to transport in common carriage, freight to-wit: coal tar, liquid chemicals, liquid fertilizers, alcohol, liquid oxygen, liquefied gases (other than petroleum gases), insecticide sprays (other than petroleum), creosote, non-edible tallow, sodium sulphate, caustic soda, all in bulk, in tank trucks, over irregular routes between all points lying within the counties of Indian River, Okeechobee, Glades, Hendry, Collier, St. Lucie, Martin, Palm Beach, Broward, Dade and Monroe, and from points of origin in said counties to all points and places in Florida.

ORDER NO. 2446:

Granted For-Hire Permit No. 923 to Daniel K. Slattery and F. O. Weatherly, dba G. I. Joe's Delivery Service, authorizing the transportation in single, casual and non-recurring trips within a radius of 25 miles of Winter Park and Orlando, Florida, of new and used uncrated household goods and uncrated goods and electrical appliances delivered for household use, not to dealers, but restricted in the movement of household goods to shipments of less than 1,000 pounds; and crated and uncrated stone monuments and memorials within such radius.

ORDER NO. 2447:

Amended Order No. 2428 and granted application in part authorizing that Certificate No. 357 heretofore issued to R. R. Russell, dba Russell, The House Mover, be and the same is amended to authorize the operation of an auto transportation company in common carriage in the movement of buildings and tanks in connection with the movement of any such buildings between any and all points and places in the counties of Dade, Monroe, Collier, Broward and Palm Beach.

ORDER NO. 2448:

Order amending Order No. 2419 authorizing Certificate No. 355 be issued to M. S. Letchworth to transport in common carriage houses between points and places within a 100 mile radius of Greenville, Florida.

ORDER NO. 2449:

Approved transfer of Certificate No. L-124 from W. Fred Sterchi, dba Sterchi Moving and Storage Co. to Murray Lou Andrews Sterchi, dba Sterchi Moving and Storage Company upon the petitioners effecting such transfer and notification to the Commission of same.

ORDER NO. 2450:

Transferred Certificate No. 293 from Hartsell Brothers, dba Tam-Beach Coach Line to Southern Tours, Inc., which certificate authorizes the transportation of passengers and light express in common carriage between Tampa and the Gulf Beaches.

ORDER NO. 2451:

Cancelled that portion of Certificate No. 60 and/or that portion of Certificate No. 293 authorizing transportation of passengers in motor buses between the Pinellas County Airport and downtown St. Petersburg.

ORDER NO. 2452:

Granted transfer of Certificate No. L-111 to B. H. Monroe authorizing transportation of houses in units (not knocked down or dismantled) between points and places in Hillsborough, Pinellas, Manatee, Polk, Pasco and Hernando Counties, Florida.

ORDER NO. 2453:

Denied application of Checker Cab Company of Ft. Lauderdale for a certificate to operate an auto transportation company as a common carrier of airline passengers between the Miami International Airport and Fort Lauderdale and Fort Lauderdale Beach.

ORDER NO. 2454:

Granted extension of Certificates No. 347 to Miami Transit Company to operate over certain routes in unincorporated territory of the Greater Miami area.

ORDER NO. 2455:

Approved transfer of Certificate No. L-50 from Sportsman Service, Inc., to Wylly's Sportsman, Inc., upon joint petitioners notifying the Commission that such transfer has been affected.

ORDER NO. 2456:

Approved transfer of Certificate No. L-36 from A. Harold Binder and Ethel Wylly, dba Wylly's Tours to Wylly's Sportsman, Inc., upon joint petitioners notifying the Commission that such transfer has been affected.

ORDER NO. 2457:

Granted amended application of Wayne F. McJunkin, dba McJunkin Truck and Bus Line, for an extension of Certificate No. 42 to authorize transportation in common carriage by motor bus of passengers light express and mail, beginning at Fernandina and terminating at Jacksonville Beach and beginning at Oceanway over certain routes to Fort George and Mayport Ferry.

ORDER NO. 2458:

Granted Certificate No. 361 to A. A. ^AA. Transportation Company, Inc., authorizing the common carriage of passengers, their baggage and light express from Orlando, Florida, to the Banana River Military Base and Canaveral Harbor over State Road 50 to Indian River City; thence over State Road 5 to Cocoa; thence over State Road 520 and State Road A1A to the Banana River Military Base and Canaveral Harbor and return over the same route with closed doors between Orlando and

State Road A1A and with no local operations allowed between points on State Road A1A.

ORDER NO. 2459:

Amended Order No. 2425 and Certificate No. L-18 amended (Redwing Carriers, Inc.) and extended to include authority to transport in bulk in tank trucks tall oil between points and places in Hillsborough and Polk Counties, Florida.

ORDER NO. 2460:

Granted For Hire Permit No. 924 to L. B. Norris and James Lester Curry, a partnership, dba Mulberry Construction and Welding Company, Mulberry, Florida, authorizing said partnership to transport heavy machinery and equipment from points and places in Florida to the shops of said partnership in Mulberry, Florida, for repair and the return of such equipment on completion of the repairs; to transport between points and places in Polk and Hillsborough Counties, Florida, dismantled heavy phosphate mining equipment or machinery to a site where such equipment is assembled or erected when such transportation is an incidental part of work performed under contract by the said partnership in the disassembly, moving and re-erection of such equipment or the moving and erection of such equipment where the said partnership did not perform the disassembly of same.

ORDER NO. 2461:

Granted Contract Carrier Certificate No. 362 to A. Russell Kultau authorizing transportation of tobacco under contract with Aerovias Sud Americana, Inc.

ORDER NO. 2462:

Transferred Certificate No. L-36 from A. Harold Binder and Ethel Wylly, dba Wylly's Tours, to Wylly's Sportsman, Inc.

ORDER NO. 2463:

Transferred Certificate No. L-50 from Sportsman Service, Inc., to Wylly's Sportsman, Inc.

ORDER NO. 2464:

Cancelled Certificate No. L-120 to Leno DeShong, Plant City, Florida.

ORDER NO. 2465:

Cancelled Certificate No. L-127 of R. H. Mullis.

ORDER NO. 2466:

Denied application of W. E. Fulford and J. C. Fulford, Jr., dba Fulford Storage Company (not incorporated) for a For Hire Permit.

ORDER NO. 2467:

Approved transfer of Certificate No. 255 from Kenneth A. Harris to Bernard J. Gotter and Curtis J. Bock, dba St. Cloud Transfer.

ORDER NO. 2468:

Denied application of Warren J. Coates for a certificate to operate an auto transportation company as a common carrier of passengers, newspapers, baggage of passengers, express and mail from Bartow, Florida, to Homeland, Ft. Meade, Bowling Green, Wauchula, Zolfo Springs, Avon Park, Babson Park, Lake Wales and Bartow.

ORDER NO. 2469:

Granted extension of certificate to Seaboard Air Line Railroad Company, to engage in transportation from Tampa to Clearwater and from Tampa to St. Petersburg.

ORDER NO. 2470:

Clarifying Order on rates and rules to be applied by Martin Andersen, dba Sentinel Star Express, between Orlando and Florida points.

ORDER NO. 2471:

Extended Certificate No. 297, R. J. Walters, dba Miami Beach Air Line Coaches.

ORDER NO. 2472:

Approved transfer of Certificate No. 297 from R. J. Walters, dba Miami Beach Air Line Coaches, to Air Line Coach Service, Miami Beach, Inc., upon joint petitioners notifying the Commission that such transfer has been affected.

ORDER NO. 2473:

Granted application of Seaboard Air Line Railroad Company for extension of certificate to authorize it to operate between Tallahassee, Florida, and the Georgia-Florida State Line.

ORDER NO. 2474:

Approved transfer of Certificate No. 11 from Green Brothers Transfer to Joe R. Stewart, dba Stewart Bonded Warehouse upon the petitioners notifying the Commission that such transfer has been affected.

ORDER NO. 2475:

Transferred Certificate No. 255 from Kenneth A. Harris to Bernard J. Gotter and Curtis J. Bock, dba St. Cloud Transfer, authorizing transportation under contract with Railway Express Agency, of General express between St. Cloud and Kissimmee, Florida, and of L. C. L. Freight from Kissimmee to St. Cloud.

ORDER NO. 2476:

Denied application of J. C. Hastings, dba Green Cove Springs Bus Lines, for a certificate to transport passengers between Green Cove Springs, Florida, and St. Augustine, Florida, via the Green Cove Naval Station and Orangedale, and between Green Cove Springs, Florida, and Starke, Florida, via Penney Farms and Kingsley Lake.

ORDER NO. 2477:

Denied petition of A. F. Rich Company to re-open cause for additional testimony for extension of Certificate L-75.

ORDER NO. 2478:

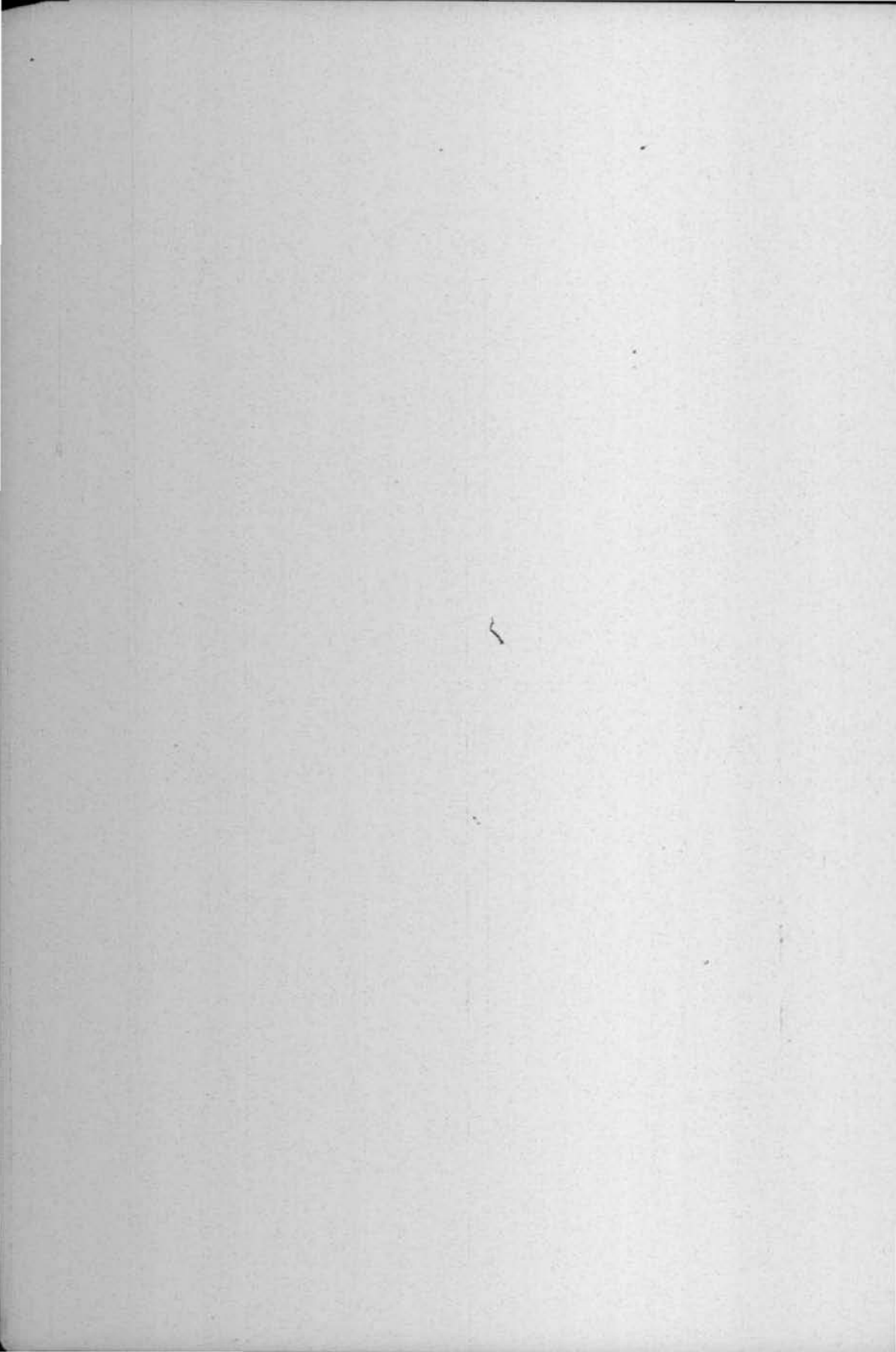
Approved transfer of Certificate No. L-75, A. F. Rich, dba A. F. Rich and Company to A. F. Rich Company, upon petitioners notifying Commission that such transfer has been affected.

ORDER NO. 2479:

Re-opened cause for further hearing on extraordinary motion of Redwing Carriers, Inc., for certificate to operate an auto transportation company as a limited common carrier of certain commodities in bulk in tank trucks over irregular routes, to, from and between all points in the State of Florida.

ORDER NO. 2480:

Granted Certificate No. 363 to Ossie Coats authorizing him to transport passengers in charter carriage over irregular routes, between points and places in Duval County, on the one hand, and, on the other hand, all colored churches, colored schools, colored conventions, colored conferences, colored beaches, colored baseball games and colored picnics situated or taking place at points and places on or north of present State Road No. 40 and on or east of present State Road No. 61, and in charter carriage only for sightseeing purposes within a radius of 40 miles of the City of Jacksonville, Florida, said carriage being limited also to trips originating at colored conferences, colored conventions and colored schools situated or taking place at points and places in Duval County.



The Commerce Department

The Commerce Department consists of the Director, a statistician, an accountant and a secretary. It is the responsibility of this department to participate in all public hearings and conferences pertaining to rates of the various utilities which are under the jurisdiction of this Commission. This department checks and analyzes the annual reports of all the utilities under the Commission. It is responsible for maintaining a record of all the expenses of the Commission and for preparing the budget to be submitted to the Legislature for each biennium. The department prepares statistical data to be used by the Commission in cases before the Interstate Commerce Commission and the Federal Communications Commission. Field audits of transportation and communication companies are often required by the Commission and this department makes those audits.

BIOGRAPHY OF FRED PETTIJOHN



Fred Pettijohn, Director of the Commerce Department and senior member of the Commission's staff, has been with the Commission for nearly twenty-five years.

Mr. Pettijohn was born in Minnesota in 1881, where he attended preparatory schools and Gustavus Adolphus College. He also studied accounting at Vanais Accounting Institute. His business career began in 1901 as an accountant for one of the Western Rail Lines. From 1908 until 1918, he was associated with the Mutual Audit Company of Louisville, Kentucky, a firm that specialized in work before state and federal regulatory agencies. While associated with this firm, he took an active part in the Minnesota Rate Case, the Lignite Coal Case, West Virginia Passenger Cases and the Minnesota Express Rate Case. All of these cases had nationwide significance.

Mr. Pettijohn became the Chief Cost Accountant for the United States Railroad Administration in 1909. He remained in this position until 1922 when he became Vice-President of the accounting firm of Roberts, Pettijohn and Wood, of Chicago, Illinois.

During the first world war, Mr. Pettijohn was employed by the office of the Secretary of War to assist the Director General in the operations of the railroads. Except for the War years, Mr. Pettijohn spent the greater portion of his time until 1925 representing shippers and other interested parties before various state and federal regulatory commissions.

Mr. Pettijohn joined the staff of this Commission in 1925 as an accountant. Shortly thereafter, he became the head of his department. As a member of the staff, Mr. Pettijohn has played a major role in all rate cases before this Commission and has repeatedly represented it successfully before Federal Commissions.

Mr. and Mrs. Pettijohn have made their home in Tallahassee since 1925. They have two children, a daughter Helen and a son Fred.

REPORT OF COMMERCE DEPARTMENT

The year 1950 was in most respects a normal year insofar as the activities of the Commerce Department were concerned.

As illustrative of the work done by the Commerce Department there are listed below the cases in which it appeared before the Interstate Commerce Department and in which it took an active part in the cross examination of witnesses and the analysis of exhibits introduced, and likewise assisted the Legal Department in the preparation of oral arguments before said Commission.

Docket 30,140—Increase in Florida Intrastate Rates.

This investigation was instituted by the Interstate Commerce Commission on complaint of carriers operating to, from and within the State of Florida for the purpose of determining whether rates and charges prescribed by the Florida Railroad and Public Utilities Commission caused any undue, unreasonable advantage, preference or prejudice as between persons and localities in interstate commerce on the one hand and intrastate commerce on the other hand, or any undue, unreasonable or unjust discrimination against interstate or foreign commerce, and to determine what rates and charges, if any, or what maximum or minimum, or maximum and minimum rates and charges should be prescribed to remove the unlawful advantage, preference or prejudice, or discrimination, if any, that was found to exist.

The Interstate Commerce Commission in its proposed report found that the rates prescribed by the Florida Commission placed an undue burden on interstate commerce and that the intrastate freight rates and charges should be raised to the interstate level. This Department assisted the Legal Department in the preparation of its argument before the Interstate Commerce Commission, which Commission again found that the Florida intrastate rates were discriminatory and should be raised to the interstate level. The Commerce Department that assisted the Legal Department in the preparation of the exhibits for an appeal to the Federal Court to stay the order of the Interstate Commerce Commission, which appeal has not as yet been heard.

Docket 5500—Unloading Charges on Fruits and Vegetables at New York and Philadelphia.

This case was instituted in June, 1947, by the rail carriers to establish unloading charges ranging from \$1.50 to \$2.00 a ton in addition to the line-haul rates.

Based upon the 1946-47 shipping season the increase in Florida's rates on fruits and vegetables was estimated to be approximately \$750,000.00 per annum.

The petition of the carriers was approved by the Interstate Commerce Commission with four dissenting opinions and upon application of interested parties the case was set down for rehearing and proposed report was issued suggesting that the original decision in the case be reversed. After oral argument in the above proceeding and upon further consideration of the record the Interstate Commerce Commission found the record to be deficient with respect to certain important evidence and assigned the proceeding for further hearing.

The Commission then held a pre-hearing conference at New York City on November 8, 1950, for the purpose of discussing (1) the order in which the evidence upon further hearing was to be presented, (2) the exchange of exhibits and prepared statements prior to the hearing, and (3) date of further hearing. Further hearing was finally set for June 4, 1951.

The Commerce Department took an active part in all of these proceedings and hopes that the original decision of the Commission finding the rates reasonable will be reversed.

Docket 5800—Increased Express Rates on Fruits and Vegetables.

By schedule filed to become effective on May 29, 1950, later deferred to December 28, 1950, the Railway Express Agency, Incorporated, proposed to increase the express rates on fruits and vegetables from origins throughout the United States to interstate destinations throughout the United States. The proposal of the Express Agency was to raise the package rates on fruits and vegetables to 60% of the first class rates, and to increase the minimum charge of 75¢ to \$1.25 to destinations up to 1000 miles, or where the 100 pound rate is \$4.69 or less, and to \$1.50 for destinations 1000 miles and over where the rate per 100 pounds is \$4.70 or more. An analysis of the 1949-50 season shows that the proposed increases would range from 18.3% over present rates on a half bushel to 125.9% on the standard box and that the weighted average increase amounted to 58.08%, or \$2,098,858.00.

Hearings were held on this proceeding at Washington, D. C., Orlando, Florida, Harlingen, Texas, and San Francisco, California. The Commerce Department was represented at only the Washington, D. C., and Orlando hearings, but read the record, consisting of 2,908 pages, analyzed the 154 exhibits filed in evidence and cooperated with the Florida Citrus Commission, Growers and Shippers League of Florida, and the Florida Express Fruit Shippers Association in the preparation of the brief in this proceeding.

After the writing of the brief the Commerce Department also assisted in the preparation of and attended oral argument made by the Commission's General Counsel and by the Attorney representing other Florida interests.

The Commission is in receipt of advice that the Interstate Commerce Commission approved a 10% increase in the Railway Express charges on small quantity shipments of all types of fruits and vegetables comprehended in the above docket and also in the minimum charge. As a result of the Commission's decision in this proceeding the opposition of the Florida interests saved the shippers of Florida approximately \$1,737,600.00 annually based upon the movement in 1949 and 1950.

In addition to its activities before the Interstate Commerce Commission this Department actively participated in the following cases with respect to intrastate rates, fares and charges and operations before the Florida Railroad and Public Utilities Commission. In cases before the Florida Commission the Commerce Department prepares exhibits, introduces evidence, analyzes the exhibits of others, participates in cross examinations and makes its recommendations to the Commission as to the findings it considers proper.

RAILROADS

Docket 1723—Application of rail carriers for authority to establish reduced rate on petroleum and petroleum products in tank cars from Jacksonville, Miami, Panama City, Pensacola, Port Everglades, Port Tampa, St. Marks and Tampa to points in Florida.

Docket 1716—Petition of rail lines for authority to increase intrastate freight rates and charges to correspond with interstate charges prescribed in Ex Parte 168.

Docket 1724—Application of the Apalachicola Northern Railroad Company to discontinue the operations of trains Nos. 1 and 2 between Port St. Joe, Florida, and Chattahoochee, Florida.

Docket 1690—Application of the Atlantic Coast Line Railroad Company for authority to establish tri-weekly instead of daily service on trains operating between Lakeland and Clewiston via Haines City.

Docket 3057-RR—Application of the Seaboard Air Line Railroad Company to discontinue the operation of Trains Nos. 1 and 2 between St. Petersburg and Tampa.

Docket 3117-RR—Application of the Seaboard Air Line Railroad Company to discontinue the operation of Trains Nos. 17 and 18 between Tallahassee and the Georgia-Florida State Line and to substitute truck service for the handling of express.

EXPRESS

Docket 1708—Application of Railway Express Agency, Inc., to increase intrastate rates comparable to those granted by the Interstate Commerce Commission in Ex Parte 169.

TELEGRAPH

Docket 3031-TG—Petition of Western Union Telegraph Company for authority to increase intrastate rates and charges.

TELEPHONE

The Commerce Department took an active part in the analysis of exhibits filed by petitioners, cross examination of witnesses and in filing of exhibits and introducing testimony in the following proceedings:

Docket 1735—Application of Florida Telephone and Telegraph Company to increase rates.

Docket 1746—Application of Southern Telephone Company to increase rates.

Docket 3045-TP—Application of Gulf Telephone Company to increase rates.

Docket 1697—Application of the Peninsular Telephone Company to increase its exchange rates.

Docket 3145-TP—Application of the Inter-County Telephone and Telegraph Company to increase its exchange rates.

Docket 3159-TP—Application of Quincy Telephone Company to increase its exchange rates.

MOTOR TRUCK

Docket 1702—Investigation of intrastate rates applicable to tank truck carriers of petroleum.

Docket 3180-CCT—Application of the Florida Intrastate Rate Bureau on behalf of all carriers participating in Florida Motor Freight Tariff MF-6 seeking general increase in rates and charges.

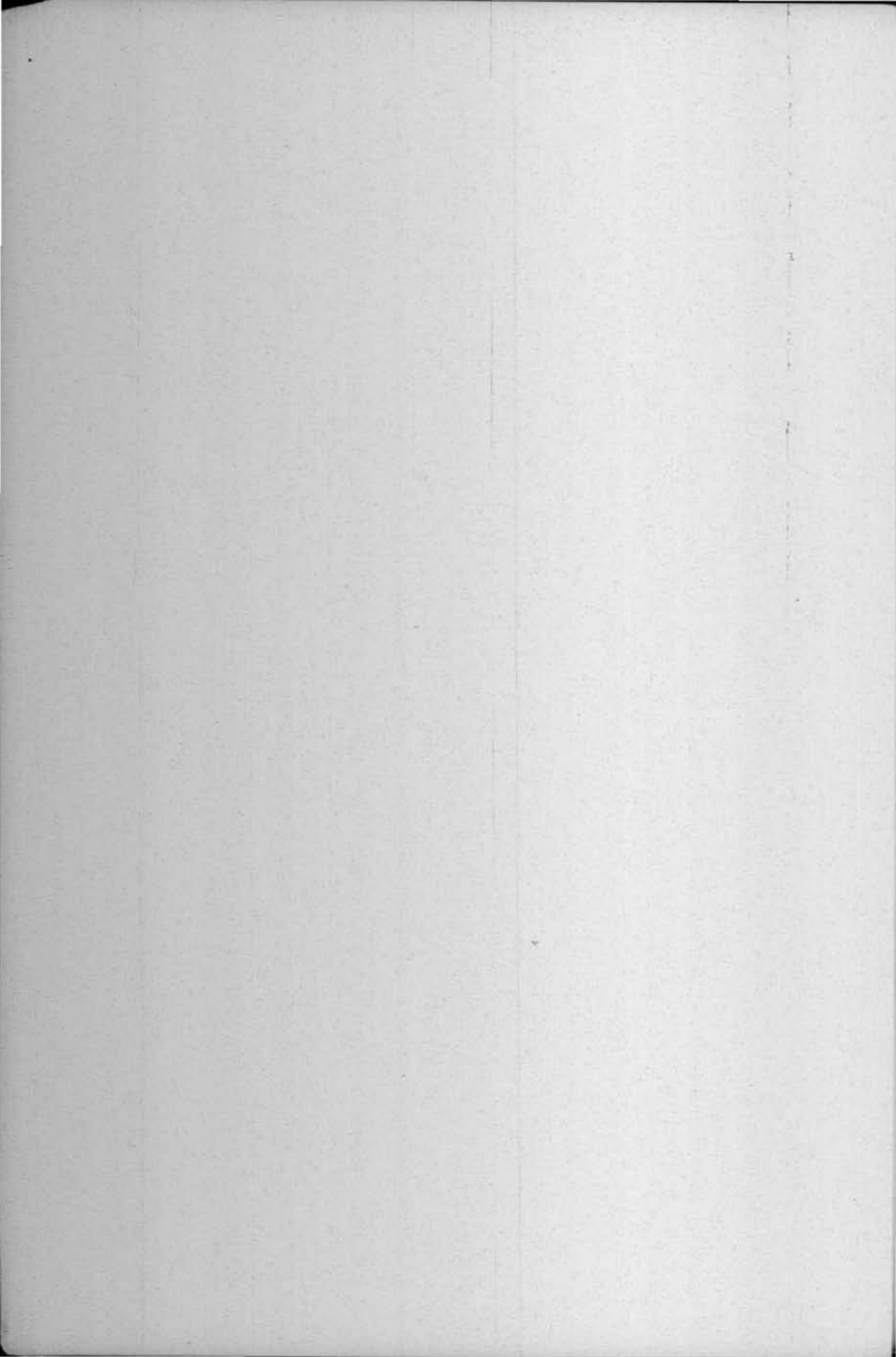
The Commerce Department also analyzed the applications of the Florida Greyhound Lines, Inc., and the Miami Transit Company for authority to become self-insurers.

The Commerce Department participated in several conferences with the Growers and Shippers League of Florida, the Florida Express Fruit Shippers Association, the Florida Intrastate Rate Bureau, and with representatives of individual utilities under its jurisdiction.

Biennial budget for the 1951 Legislature and budget for the fiscal year 1950-1951 were prepared by the Commerce Department.

The Department analyzed thoroughly the annual reports submitted to the Commission by the 115 utilities required to submit reports.

In addition, the Commerce Department has kept the books and financial records of the Commission and has participated in various conferences and work assigned to it by the Commission.



The Tariff Department

The Tariff Department consists of the director and one assistant. This office is responsible for maintaining up-to-date tariff files on both freight and passenger rates for motor vehicle transportation companies and railroads whose operations come under the jurisdiction of the Commission. This office has the authority to approve or disapprove minor changes in these tariffs at the request of the carrier or upon complaint of a shipper. This department must be prepared to participate in all Commission hearings which have direct or indirect effect on the tariffs maintained by it. It also must be prepared to participate in hearings before the Interstate Commerce Commission on rate matters that effect the Florida carriers or shippers. The department assists shippers in securing prompt adjustment of claims, acting as arbitrator between the claimant and the carrier. It maintains an informal docket file on applications or complaints which are settled without a Commission hearing.

BIOGRAPHY OF I. T. WILLIAMS



Mr. I. T. Williams, director, tariff department, entered the service of the Florida Railroad and Public Utilities Commission April 1, 1937, as assistant rate expert. Prior thereto he was selected by the Commission to coordinate common carriers motor freight rates, serving the truck lines as tariff agent for about one year. He was placed in charge of the transportation rate department on May 1, 1940.

Mr. Williams received his early training with the Chicago, Burlington & Quincy Railroad at St. Joseph, Omaha and Chicago. He experienced service in the freight classification yards, local freight offices, and general offices. While serving in an official capacity with the C.B. & Q. at its headquarters in Chicago he withdrew to enter industrial transportation work in this State.

Previous to coming with the Commission Mr. Williams was, at various times, traffic manager, sales manager, and general manager for several large fruit and vegetable carlot growing and marketing organizations in the peninsular part of the State. He operated his own packing and distributing company for a number of years following his withdrawal from serving other distributors of perishable products.

Mr. Williams was educated in the public schools of Missouri. Entering the service of employers at an early age, he completed high school credits and gained a commerce and law course while attending night school. He is a charter life member of the Association of Interstate Commerce Commission Practitioners, Washington, D. C., also a member of The Traffic Club of Jacksonville.

REPORT OF THE TARIFF DEPARTMENT

During the year 1950 the department attended formal cases and conferences having to do with rail Ex Parte increases; rates on petroleum and petroleum products; investigation of petroleum tank truck rates; charges on refused or unclaimed freight by motor carriers; household goods carriers application for increase in rates, and truck lines application for increase in rates and charges. The department also attended Interstate Commerce Commission hearing at Washington in I&S Docket 5710 involving reduction in rail petroleum rates, as well as a conference of the Southeastern Association of Railroad and Utilities Commissioners at Atlanta concerning the Uniform Classification.

As stated in our report for 1949, the department attended several hearings held during the year by the railroads' Uniform Classification Committee and a proposed uniform classification was anticipated during 1950. Such a classification was filed by the committee on behalf of Official and Western Lines, however, there continues to be differences of opinion among the several Territories to proposed ratings, and particularly on the so-called "Appendix A" scale proposed by the Interstate Commerce Commission, which scale was a modification of the original proposal made as Appendix 10 to the Commission's original report in the class rate case.

While the present effort to attain uniformity in the classification and class rates began some 11 years ago, it must be borne in mind that the present classifications have been in effect for more than 30 years and the present method of making rate scales for 50 years. Therefore, in view of the scope of the proposition at hand and the many ramifications involved, which must of necessity be ironed out, it is with much satisfaction to report progress is being made and the ultimate goal of this all-important program is nearing attainment.

Informal transportation cases are handled by the rate department. This is a special procedure under which rate cases can be handled without the formality of witnesses having to appear and give testimony in person. There were 92 informal rail cases docketed which involved freight, passenger and express rates during the past year. There were also disposed of 94 cases having to do with motor vehicle adjustments covering freight, passenger and express. A list of the authority numbers covering both railroad cases and those of motor vehicles carriers will be found in this annual report. The authority numbers indicate the file where the informal application and all correspondence pertaining thereto will be found available.

Additional functions of the department consist of such duties as tariff interpretation and acting as arbitrator in the settlement of freight claims; also other transportation problems where there may be a difference of opinion between the carrier and its patrons. During each calendar year there is received a considerable volume of miscellaneous correspond-

ence having to do with various phases of transportation which have the effect of either increasing or decreasing service to the shipper. The rate department acts as a clearing house for all of these. It also maintains a tariff file consisting of approximately 550 freight, passenger and express tariffs. Here will be found all lawful rates, charges, rules and regulations applicable over all forms of transportation and carriers authorized to do an intrastate business in the State of Florida.

INFORMAL TRANSPORTATION CASES

RAILROADS

Authority

- R-1131 Citrus Fruit transit rates between Florida points.
- R-1132 Logs, CL, Florida points to Bradenton and Nocatee.
- R-1133 Logs, CL, Florida points to Bradenton and Nocatee.
- R-1134 Logs, CL, Florida points to Callahan.
- R-1135 Canned vegetables, storage in transit at Salerno.
- R-1136 Official Express Classification No. 34 approved.
- R-1137 Sugar, CL, South Bay to Tampa.
- R-1138 Oils and Greases, Panama City to Jacksonville.
- R-1139 Potato Flour, CL and LCL, between Florida points.
- R-1140 Molasses, Blackstrap, CL, Clewiston to Ft. Lauderdale.
- R-1141 Potatoes, CL, Jacksonville to St. Petersburg.
- R-1142 Fertilizer, CL, Jacksonville to Hastings.
- R-1143 Cans, CL, Tampa to Griffin, Fla.
- R-1144 Logs, CL, Seville to Archer, Fla.
- R-1145 Lumber, rough oak, net transit arrangements.
- R-1146 Acid, Sulphuric, CL, Agricola to Winter Haven.
- R-1147 Pick-Up and Delivery Service—weight and size of articles.
- R-1148 Slag, CL, Nichols to Frostproof, obsolete rates.
- R-1149 Crane or Derrick Service in handling freight.
- R-1150 Phosphate Rock, CL, Noralyn to East Tampa.
- R-1151 Fresh Meats and packinghouse products transit privileges.
- R-1152 Logs, CL, St. Augustine, etc. to Lacoochee, Fla.
- R-1153 Logs, CL, Pierson and Barberville to Archer, Fla.
- R-1154 Southern Classification No. 62 approved.
- R-1155 Supplement No. 5 to Southern Classification No. 62.
- R-1156 Unloading of cars at transit point.
- R-1157 Storage-in-Transit of meats and packinghouse products.
- R-1158 Pick-Up and Delivery Service at Chattahoochee.
- R-1159 Supplement 7 to Southern Classification 62.
- R-1160 Cement, CL, Tampa to Port Everglades.
- R-1161 Supplement 1 to Official Express Classification 34.
- R-1162 Supplement 3 to Official Express Classification 34.
- R-1163 Acid, Sulphuric, CL, Jacksonville to Eleanor Mine, Fla.

- R-1164 Vermiculite Ore, CL, between stations in Florida.
- R-1165 Petroleum, CL, Panama City to Miami and Tampa.
- R-1166 Logs, CL, Alva to Bradenton, Fla.
- R-1167 Phosphate Rock, CL, Clear Springs to East Tampa.
- R-1168 Extension of expiration dates.
- R-1169 Tall Oil, CL, Panama City to Florida points.
- R-1170 Molasses, CL, Jacksonville to Tampa.
- R-1171 Acid, Sulphuric, CL, Nichols to North Pauway, Fla.
- R-1172 Supplement 12 to Southern Classification 62.
- R-1173 Increase minimum on shipments loaded in overflow cars.
- R-1174 Cans, CL, Orlando and Tampa to Richmond, Fla.
- R-1175 Road Building Material, oyster shells.
- R-1176 Packinghouse products in peddler cans, A&SAB Ry.
- R-1177 Lumber, CL, transit privileges, A&SAB Ry.
- R-1178 Fruits, CL, stopping in transit, A&SAB Ry.
- R-1179 Oil, petroleum and insecticide, Tampa to Frostproof.
- R-1180 Iron and Steel articles, CL, between Florida points.
- R-1181 Grain, milling in transit, ACL RR.
- R-1182 Petroleum, bulk, Ft. Pierce to Florida points.
- R-1183 Rustic chairs and settees, cypress, between Florida points.
- R-1184 Slate, roofing, CL, between points in Florida.
- R-1185 Vermiculite Ore, CL, Jacksonville to Florida points.
- R-1186 Lumber, CL, via Palatka and FEC Ry.
- R-1187 Roadway Aggregates, CL, billing weights.
- R-1188 Phosphatic Sand, CL, Florida points to Victor, Fla.
- R-1189 Logs, CL, Florida points to Gainesville.
- R-1190 Petroleum, CL, Jacksonville to Madison, Fla.
- R-1191 Machinery, mining, CL, between points in Florida.
- R-1192 Lumber, creosoting in transit at Tampa.
- R-1193 Petroleum Oil, CL, for insecticide purposes.
- R-1194 Oil, lubricating, CL, Miami to Jacksonville.
- R-1195 Switching charges on lumber at transit points.
- R-1196 Acid, Sulphuric, CL, Jacksonville to Noralyn, Fla.
- R-1197 Supplement 15 to Southern Classification 62.
- R-1198 Tall Oil, CL, Panama City to Boyette and Coronet, Fla.
- R-1199 Petroleum, CL, Tampa and Port Tampa to Acco, Fla.
- R-1200 Vermiculite Ore, CL, between points in Florida.
- R-1201 Shells, Road Material, between points in Florida.
- R-1202 Pick-up and Delivery service at Weirsdale, Fla.
- R-1203 Logs, net transit, Mayo to Greenville, Fla.
- R-1204 Phosphate Rock, ground, between Florida points.
- R-1205 Supplement 18 to Southern Classification 62.
- R-1206 Drugs, Medicines, etc., St. Petersburg to Florida points.
- R-1207 Rule 370 of Note B Exceptions, cancelled.
- R-1208 Cement, CL, Jacksonville to Lake City, Fla.
- R-1209 Pick-Up and Delivery service at Santa Fe, Fla.

- R-1210 Vermiculite, expanded, CL, Tampa to Florida points.
- R-1211 Charges for exclusive use of Pullman cars in Florida.
- R-1212 Race Horses, CL, between Miami and Tampa.
- R-1213 Lumber, transit at Gainesville to ACL RR Stations.
- R-1214 Lumber, transit at Gainesville to SAL RR Stations.
- R-1215 Oil, lubricating, CL, Panama City to Jacksonville, etc.
- R-1216 Logs, Billets, net transit to Greenville, Fla.
- R-1217 Gasoline, natural, in tank cars, CL.
- R-1218 Switching charge, intra plant at Davenport, Fla.
- R-1219 Extension of expiration dates.
- R-1220 Unmanufactured tobacco intrastate in Florida.
- R-1221 Supplement 24 to Southern Classification 62.
- R-1222 Cans, CL, Auburndale to Florida points.

MOTOR VEHICLE CARRIERS

Authority

- M-567 Cooling Boxes, LTL, exceptions rating.
- M-568 Foodstuffs, Chocolate-Nut Roll, exceptions rating.
- M-569 Drugs, Medicines, etc., exceptions rating.
- M-570 Drugs, Medicines, etc., to include Cough Drops.
- M-571 Tung Oil products to and from Brooker, Fla.
- M-572 Radio or Television sets, cancel exception rating.
- M-573 Foodstuffs, Milk Solids, exception rating.
- M-574 Kits, Permanent Hair Waving, amend description item.
- M-575 Supplement 6 to National Motor Classification 10.
- M-576 Tree and Weed killing compounds, remove from Drug list.
- M-577 Batteries, electric storage, amend description item.
- M-578 Vegetable Shortening, Jacksonville to Florida points.
- M-579 National Mileage Guide No. A-251-D approved.
- M-580 C.O.D. Collections, amend Item 345 of Tariff No. 6.
- M-581 Polishing Compounds, amend description item.
- M-582 Pads, Sanitary, cancel exception rating.
- M-583 Tin or Terne Plate, cancel exception rating.
- M-584 Canned Goods, Ft. Pierce to Jacksonville.
- M-585 Bags, Paper, North Pensacola to Florida points.
- M-586 Seed, Flower or Garden, exception rating.
- M-587 Seeds, NOI, amend description item.
- M-588 Stopping in transit, amend Item 195 of Tariff No. 6.
- M-589 Stopping in transit or Split Delivery, amend Tariff No. 6.
- M-590 Supplement 7 to National Motor Classification 10.
- M-591 Deodorants or Disinfectants, cancel exception rating.
- M-592 Beans or Peas, Seed, amend description item.
- M-593 Lard, NOI, Jacksonville to points in Florida.
- M-594 Books, LTL, Jacksonville to points in Florida.
- M-595 Bakery Goods, amend description item.
- M-596 Chemicals, Octyl Alcohol, amend description item.

- M-597 Windshield Wipers, amend exception rating.
- M-598 Peel, Citrus Fruit, amend commodity description.
- M-599 Waste Material, cancel exception rating.
- M-600 Supplement 4 to Dangerous Articles Tariff 6.
- M-601 Gases, Compressed, between Miami and Key West.
- M-602 Vacation excursion fares, Florida Greyhound Lines.
- M-603 Handle Blanks, cancel LTL exception rating.
- M-604 Iron and Steel Articles, amend exception rating.
- M-605 Flocks, Wool, cancel exception rating.
- M-606 Supplement 9 to National Motor Classification 10.
- M-607 Citrus Juice Concentrates, frozen, to Miami.
- M-608 Arches, Floor, cancel exception rating.
- M-609 Distilling Apparatus, cancel exception rating.
- M-610 Paper, wrapping, provide exception rating.
- M-611 Supplement 1 to Florida Household Goods Tariff 3.
- M-612 Canned Goods, Florida Points to Jacksonville.
- M-613 Sweepers, carpet, cancel exception rating.
- M-614 Clothing, Staple Work, amend packing requirements.
- M-615 Cotton Piece Goods, amend description item.
- M-616 Cleaning Compound, Jacksonville to Winter Haven.
- M-617 Special Excursion fares via McJunkin Bus Line.
- M-618 Supplement 10 to National Motor Classification 10.
- M-619 Potatoes, Homestead, etc. to Florida points, cancel rates.
- M-620 Foodstuffs, amend description item.
- M-621 Seed, Beans and Peas, amend Item 1090 of Tariff No. 6.
- M-622 Doors, Aluminum, cancel LTL exception rating.
- M-623 Pipe and Tubing, amend exception rating.
- M-624 Storage Rules and Charges, amend Tariff No. 6.
- M-625 Goggles or Sun Glasses, cancel exception rating.
- M-626 Iron or Steel, Nickel-Clad, cancel exception rating.
- M-627 Fireproofing Compound, cancel exception rating.
- M-628 Foodstuffs, amend description item of Tariff 3-E.
- M-629 Clothing, NOI, provide exception rating.
- M-630 Supplement 5 to Dangerous Articles Tariff 6.
- M-631 Item 9-K of Tariff 3-E, amend to provide Florida application.
- M-632 School Books, used, Florida points to Jacksonville.
- M-633 Syrup or Fruit Juices, Miami to Key West.
- M-634 Fertilizer, between Miami and Key West.
- M-635 Grass seed, between Miami and Key West.
- M-636 Grain and Grain products, between Miami and Key West.
- M-637 Barrels, wooden, NOI, between Miami and Key West.
- M-638 Fares between St. Augustine and Daytona Beach.
- M-639 Rates, Express competitive, cancel.
- M-640 Supplement 11 to National Motor Classification 10.
- M-641 Fares between Pensacola and Whiting Field, Fla.
- M-642 Supplement 13 to National Motor Classification 10.

- M-643 Petroleum, bulk, Port Everglades to Clewiston.
- M-644 Supplement 14 to National Motor Classification 10.
- M-645 Louvers of Jalousies, LTL rating.
- M-646 Paper Dividers, Candy, cancel exception rating.
- M-647 Supplement 6 to Dangerous Articles Tariff 6.
- M-648 Supplement 16 to National Motor Classification 10.
- M-649 Foodstuffs, amend description item of Tariff 3-E.
- M-650 Moth Balls, amend description item of Tariff 3-E.
- M-651 Electric Wiring Plugs, amend description item.
- M-652 Plastic Materials, cancel exception rating.
- M-653 Coconut Husks, cancel exception rating.
- M-654 Calendars and Fans, cancel exception rating.
- M-655 Asphalt, in tank trucks, Florida Asphalt Tariff 1.
- M-656 Oil, lubricating and insecticide, Florida Tariff 2.
- M-657 Petroleum, Port Everglades to Biscayne Key.
- M-658 Petroleum, between points in Florida.
- M-659 Transit, Frozen Concentrates, at Jacksonville.
- M-660 Newspapers, Southeastern Greyhound Lines.

The Communications Department

The Communications Department consists of the Director, two field engineers and a secretary. It is the duty of the Director and his staff to constantly check the quality of service of the various telephone and telegraph companies operating in the state. This department investigates all complaints of subscribers and recommends action to the Commission when necessary. The department must maintain current tariff files on all telephone and telegraph companies and information concerning company policies and quality and type of service being rendered. The Director and his staff participate in all hearings involving both service and rate matters of Florida communication companies.

BIOGRAPHY OF S. R. RYAN, DIRECTOR OF COMMUNICATIONS



Samuel R. Ryan, Director of Communications, and a relatively recent addition to the Commission's Staff, has been with the Commission for over two years and a half.

Mr. Ryan was born in Columbus, Ohio, in 1901, where he attended the Columbus Public Schools.

After graduating from West High School in Columbus, he entered Ohio State University, where he studied Electrical Engineering.

He carried on his chosen profession by accepting a position with the Western Electric Company, in Chicago, one of the largest manufacturers of telephone equipment, as a student engineer in 1921.

Progressively, he was transferred through various positions of increasing responsibility in telephone engineering in this company, and in the Ohio Bell Telephone Company, an associated company.

Mr. Ryan accepted a position as telephone engineer with the Ohio Public Utilities Commission in 1938. He was called from this position to accept war responsibility in the position of Telephone Engineer with the War Production Board, where he was actively engaged in war work for the duration of the war.

He accepted a position with the Automatic Electric Company, another leading telephone manufacturing company in 1943.

He was invited to join the Florida Railroad and Public Utilities Commission as Director of Communications in July of 1948.

Mr. and Mrs. Ryan now make their home in Tallahassee.

He is an active member of the Free and Accepted Masons, Royal Arch Mason, Royal and Select Masters, and is a Knights Templar.

He is a Registered Professional Engineer (Ohio), whose registration is recognized in all states. His membership in the Independent Telephone Pioneers indicates his long service in that industry. Through his Wash-

ington connection he has shown an interest in military preparedness in Communications, by belonging to the Armed Forces Communication Association.

As an active member of the Toll Rate Sub-Committee of the National Association of Railroad and Utilities Commissioners, and the Federal Communications Commission's joint committee, Mr. Ryan with other members of this Sub-Committee, now has under a study a matter of National interest in Long Distance Telephone Rate Structure. This Sub-Committee meets quarterly in New York or Washington.

Mr. Ryan is a member of the Florida Utilities Coordinating Committee, which considers utilities problems of a varied nature over the entire state.

REPORT OF THE COMMUNICATIONS DEPARTMENT

Practically all matters have been cleared, or, are well on the way toward being cleared, which were the subject of the October 4, 1948, meeting of the Florida Telephone Industry.

The "Map of Operating Areas of Telephone Companies" was published as of December 31, 1949, and distribution was made by mail late in March, 1950. Each telephone company has received copies, for their files.

Other items discussed at the October 4, 1948, meeting have the following status:

- 1—**Rural Rates**—A study is under way in connection with the possible standardization of these rates. It has been found convenient, however, to handle these adjustments at the time a telephone company makes an application for an increase in rates.
- 2—**Construction and Installation Charges**—A recommendation was made by this Department to the Commission on May 19, 1950.
- 3—**Mileage Charges**
Standard mileage charges of:
42¢ per $\frac{1}{4}$ mile, or fraction thereof, for 1-party line
21¢ per $\frac{1}{4}$ mile, or fraction thereof, for 2-party line
11¢ per $\frac{1}{4}$ mile, or fraction thereof, for 4-party line
are in effect from the Base Rate Areas of Exchanges of twelve (12) telephone companies.

There are ten (10) companies in the State which do not offer this type of service.

There are four (4) companies whose rates are slightly in excess of these rates.

One company has the standard rates under consideration.

- 4—**Rural Line (Multi-Party) Service**—Standard charges for this type of service are in effect in six (6) telephone companies on the following basis:

Base Rate (Miles From)	Additional Monthly Charge
0 — 2	None
2 — 4	.25
4 — 7	.50
7 — 10	.75
10 — 13	1.00
13 — 17	1.25
17 and up	1.50

These rates are under consideration by two (2) other companies.

There are eleven (11) companies in the State, which do not offer this type of service.

There are four (4) companies, in the State, which have flat rates (no zoning).

One (1) company has practically the standard schedule.

Three (3) other companies rates vary widely from these standards. They are expected to be adjusted in connection with pending rate case applications.

- 5—**Needed Improvements**—This developed primarily into Extended Scope Service. During the latter part of 1949 and in 1950, the Southern Bell Telephone and Telegraph Company installed extended scope service between twenty-four (24) of their exchanges, as required by Order No. B.T. 221, dated March 19, 1949. The program was completed in November, 1950. This included the following exchanges:

Principal Exchange	Other Exchanges in Extended Service Area	Cutover Date
Jacksonville.....	Jax. Bch., Ponte Vedra, Mandarin, Orange Park	11-11-50
Jacksonville Beach.....	Jacksonville, Ponte Vedra Beach.....	11-11-50
Ponte Vedra Beach.....	Jacksonville, Jacksonville Beach.....	11-11-50
Mandarin.....	Jacksonville	11-11-50
Orange Park.....	Jacksonville	11-11-50
Lake Park.....	West Palm Beach.....	8-16-50
West Palm Beach.....	Lake Park, Lake Worth.....	8-16-50
Lake Worth.....	West Palm Beach, Boynton Beach.....	11-16-50
Boynton Beach.....	Lake Worth, Delray Beach.....	11-16-50
Delray Beach.....	Boynton Beach, Boca Raton.....	11-16-50
Boca Raton.....	Delray Beach, Pompano.....	11-16-50
Pompano.....	Boca Raton, Fort Lauderdale.....	11-16-50
Hollywood.....	Ft. Lauderdale, North Dade.....	11-21-49

North Dade.....	Hollywood, Miami	11-21-49
Miami.....	North Dade, Perrine.....	5- 1-49
Perrine.....	Miami, Homestead	5- 1-49
Homestead.....	Perrine	1-16-50
Belle Glade.....	Pahokee	12-16-49
Pahokee.....	Belle Glade	12-16-49
Eau Gallie.....	Melbourne	1- 6-50
Panama City.....	Panama City Beach, Lynn Haven.....	6-18-50
Panama City Beach.....	Panama City	6-18-50
Lynn Haven.....	Panama City	6-18-50

The other telephone companies have existing extended scope service, or, it is planned as follows:

COMPANY	STATUS	
	Present Service	Proposed Service
Florida Telephone Corporation		
Between Tavares and Eustis		X
Between Tavares and Mt. Dora		X
Between Eustis and Mt. Dora		X
Between Eustis and Umatilla		X
Inter-County Tel. & Tel. Company		
Between Bowling Green and Wauchula	X	
Orange City Telephone Company		
Between Orange City & Deland (Bell)		X
Southeastern Telephone Company		
Between Fort Walton & Shalimar	X	
Between Fort Walton & Eglin Field	X	
Between Valparaiso & Shalimar		X
Between Valparaiso & Eglin Field		X
Between Valparaiso & Fort Walton		X

The service out of Valparaiso cannot be installed until Valparaiso is converted to dial, probably during 1951.

Peninsular Telephone Company

This company does not have suitable exchanges, with sufficient traffic, or, a community of interest, to use this type of service.

Both Tampa and St. Petersburg are multi-office areas, which accomplishes the end result in a different way.

Winter Park Telephone Company

A survey has been completed which shows that the present type of extended scope service to Orlando is satisfactory. No further changes are contemplated.

Other than the present service and those shown as proposed service, above, there does not appear, at this time, to be any justification for further installations, due to adjacent areas having insufficient traffic and a lack of a "community of interest" between nearby towns.

This survey can therefore be considered complete, when the proposed service has been installed.

6—Radio—Point to Point and Mobile

Point-to-Point

The Peninsular Telephone Company proposes to supplement their present toll cable facilities between Tampa and Bartow, with point-to-point radio. This matter is now pending before the Federal Communication Commission.

No other point-to-point service is proposed in Florida, to date.

Mobile Radio

The Southern Bell Telephone and Telegraph Company furnished this service in Miami and vicinity, and in Jacksonville and vicinity.

The Peninsular Telephone Company has just been authorized to install these facilities in Tampa and vicinity. An authority for operation in St. Petersburg and vicinity is pending before the Federal Communications Commission.

The Communications Department has made many special studies. Some of them have been completed, others are still in progress, and others are continuous in nature.

They include:

- 1—Central Office Equipment Survey.
- 2—Construction Charges.
- 3—Depreciation Reserve Study—Southern Bell Telephone and Telegraph Company.
- 4—Extended Scope Service Survey.
- 5—Held Order Report & Summary—State-wide.
- 6—Map of Florida—Telephone Companies.
- 7—Mileage Charges—Rural.
- 8—National Association of Railroad and Utilities Commissioners and Federal Communications Commission. Toll Rate Survey.
- 9—"Out-of-State"—Information from other Commissions.
- 10—Pay stations—10 cent Coin.
- 11—Radio—Point to Point and Mobile.
- 12—Rules and Regulations—Telephone Companies.
- 13—Rural—Multi-Party Service.
- 14—Tallahassee—Held Orders.
- 15—Tariff Study.
- 16—Toll Rate Study.
- 17—Toll Route & Circuit Maps.
- 18—Unit Costs.
- 19—Separations Manual.
- 20—Miami—Held Orders.

The regular routine activities have been carried on as usual, including the maintaining of official files on:

- 1—Franchises.
- 2—Telephone and Telegraph Tariffs.
- 3—Unit Costs.
- 4—Held Orders.

Its other routine activities included its field operations, under guidance of two experienced telephone engineers located at Tampa and Marianna.

This Department has maintained a cooperative relationship with all other State Commissions and the Federal Communications Commission.

During the year 2,575 complaint letters have been handled. This is an average of about 215 letters per month.

There were about 46,000 persons awaiting facilities at the year end.

The Department observes current data on the regularly filed annual reports to this Commission to be able to be informed on the actions of each telephone company.

COMMISSION ACTIONS DURING THE YEAR 1950, AS RELATED TO TELEPHONE AND TELEGRAPH MATTERS

Note: This list of actions does not include any Dockets involving Investigations of illegal use of telephones. These are handled by the Legal Department.

DOCKET NO. 1482

The Commission on its own motion ordered a public hearing on June 12, 1950, in order to clarify a previous action by the Commission in 1942, relating to the permission of the electric industry and the railroads to use the rules of the Fifth Edition, of Part Two, of the National Electrical Safety Code, for power lines, pending the revision of Part Two of the rules covering construction and maintenance of electric light and power lines crossing tracks of steam railroads, covered by Commission Order No. 799, dated May 7, 1924.

It was the opinion of the Commission that a formal order should be entered adopting the rules of the Fifth Edition of Part Two of the National Electrical Safety Code.

The public hearing was held to hear all interested parties on the question of whether the Commission should enter such an order.

There were no objections to the adoption of these rules, but certain minor changes were recommended by various witnesses.

The Commission has this matter under consideration.

DOCKET NO. 1492-A

St. Joseph Telephone and Telegraph Company for revision of its General Exchange Tariff. A hearing was called on April 2, 1948, but no final decision was reached. It was decided to refer to the new Communications Director for further recommendations. The Director recommended a "peg-count" (Traffic Study) and later recommended that this data be introduced into the record. This was done at a rehearing on November 12, 1948.

On March 7, 1949, the Commission issued Order No. 1538, ordering the telephone company to bill the Chattahoochee State Hospital on the basis of a flat monthly charge for the trunk rental and a charge of 25 cents per telephone, per month, for the privately owned (state) telephones, using the telephone company's facilities.

This was contested by the Attorney General of the State of Florida, representing the Board of Commissioners of State Institutions.

On November 4, 1949, the Honorable R. A. Gray, Secretary of State of the State of Florida, appointed a committee to consider the rate matter at the State Hospital.

The Director of this Department was appointed to this Committee by Mr. Gray.

The Committee met on November 22, 1949, in the Secretary of State's office. An agreement was made during the committee session to a rate of \$15.00 per month, per trunk, eliminating the 25 cents charge on the state-owned telephones.

The Commission issued Order No. 1618, dated August 16, 1950, placing the rates agreed upon by the Committee in effect, effective with the billing date of April 1, 1949, the effective date of the original order.

DOCKET NO. 1601

Southeastern Telephone Company—This Docket has been held in suspense, pending further service hearings, if found necessary.

DOCKET NO. 1640

Southern Bell Telephone and Telegraph Company for investigation of the Commission's own motion, into the practice of so-called "Non-optional extended scope service" and the application of said practice between certain principal exchanges and other exchanges of said company. Hearings were held in December 1948. Order No. BT 221, dated March 19, 1949, ordered "non-optional extended scope service" to be established in 24 exchanges as previously referred to in this report.

These 24 exchanges are all of those proposed except Fort Lauderdale. Representatives from this city appeared at the hearing and requested that that city be eliminated from this investigation. This was done and no further action has been taken regarding extended scope service for Fort Lauderdale.

During the latter part of 1949 and in 1950, the company installed extended scope service between twenty-four (24) of their exchanges, as required by the above order. The program was completed in November 1950. (For further detail see heading aforementioned previously "5—Needed Improvements" which gives additional information on this project.

DOCKET NO. 1661

Complaint of Gordon Land Company against discontinuance of long distance telephone service to the Gordon Land Company, Camp Gordon Johnston, Florida, by the Southeastern Telephone Company. The case was recommended to be closed by the Director of Communications on November 4, 1949, because the applicant voluntarily gave up this service in the early part of June 1949.

No further action has been taken.

DOCKET NO. 1683

Winter Park Telephone Company—application for a change in its General Schedule of Rates and Charges. A public hearing was held on March 28, 1949. Order No. 1548, dated June 20, 1949, was issued by the Commission denying the increase in telephone rates.

A petition for re-hearing was received from the company and a new hearing was held on October 5, 1949.

Order No. 1576, dated December 28, 1949, was issued granting partial relief to the telephone company for billing rendered on and after January 1, 1950.

DOCKET NO. 1693

Inter County Telephone and Telegraph Company for an adjustment in rates and charges. This docket was consolidated with Docket No. 1694. A public hearing was held in Fort Myers on January 31, 1950, and February 1, 1950.

It was denied from the bench on February 1, 1950.

DOCKET NO. 1694

Inter County Telephone and Telegraph Company—(See reference above to Docket No. 1693).

DOCKET NO. 1697

Peninsula Telephone Company for an adjustment in and revision to the General Schedule of Rates and Charges for the Intra-state Telephone rates by said company and for an entry of an order establishing a temporary schedule of rates and charges for exchange service at its newly established exchange at Ruskin.

Public hearings were held beginning on August 17th, 1949 and October 24th, 1949.

The new year came before action was taken by the Commission. Shortly thereafter the company requested authority to re-open the case

to submit additional testimony and to furnish information relative to the recently completed year's activity.

The Commission granted this request and thereupon the company expanded its original petition to include a revision of its various rate zones, in all exchanges, and to include other minor changes.

Hearings were resumed on July 11, 1950. Final testimony was received on September 14, 1950. The matter is now under consideration by the Commission.

DOCKET NO. 1721

Investigation of telephone service and facilities of Southeastern Telephone Company in Jefferson County, as they relate to the Waukeena-Wacissa region. Order No. 1565 was issued on September 22, 1949, by the Commission for the company to show cause why it should not be required to extend its telephone service and facilities to the Waukeena-Wacissa region of Jefferson County. A public hearing was held on October 4, 1949, resulting in Order No. 1583, dated January 18, 1950, requiring the company to furnish telephone service to this region under certain circumstances, which depended on whether 27 applicants for service were willing to make small deposits.

The required number of applicants and deposits were obtained and the company proceeded to complete the proposed extension of telephone service into the Waukeena-Wacissa region.

The company has advised the Commission that said construction was completed and telephone service established, effective November 1, 1950.

DOCKET NO. 1722

Sneads Telephone Company—for an adjustment in its general rates and charges. A public hearing was held on December 8, 1949. Order No. 1591, dated March 27, 1950, granted a small increase in the company's rates and charges.

DOCKET NO. 1733

Molino Telephone Company—Application for an adjustment in the general rates and charges. A public hearing was held on December 9, 1949. Order No. 1593, dated March 28, 1950, granted a small rate increase.

DOCKET NO. 1735

Florida Telephone Corporation—Application for an adjustment in the general rates and charges for exchange telephone service in all of the company's exchanges. A public hearing was held on January 11, 1950. Order No. 1597, dated April 25, 1950, denied the application without prejudice, giving the company a right to make further application.

DOCKET NO. 1746

Southland Telephone Company—Application for an adjustment in its rates and charges in its Florida properties. A public hearing was held on July 31, 1950. Order No. 1639, dated November 22, 1950, granted rates

equivalent to those rates approved by the Alabama Public Service Commission, for the Alabama portion of their service.

DOCKET NO. 3027-TP

Complaint of Utilities Subscribers Association of Dade County, Florida, against Southern Bell Telephone and Telegraph Company, charging that rules, regulations and practices of said company, with respect to semi-public telephone pay stations are unjust, unreasonable and contrary to the statutes of Florida in certain respects.

A public hearing was held on April 28, 1950. Order No. BT-253, dated September 12, 1950, approved the company's practices.

DOCKET NO. 3028-TP

Investigation of telephone service and facilities furnished by Southeastern Telephone Company in the Southern portion of Okaloosa, Walton and Escambia Counties, including the municipalities of Florosa, Mary Esther, Ft. Walton, Destin, Shalimar, Valparaiso and Niceville.

A public hearing was held on April 21, 1950. Order No. 1598, dated April 26, 1950, ordered the company to proceed without further delay with new telephone facilities in the Valparaiso-Niceville area, and ordered them to make a survey of the telephone needs in the community, known as Destin.

The company has reported that the Valparaiso-Niceville facilities have been completed and that almost all of the telephones have been installed.

The Destin survey is in progress. The proposed plan will be submitted to the Commission within a short time.

DOCKET NO. 3031-TG

Western Union Telegraph Company—Application for authority to establish a new rate structure applicable to intrastate telegraph message service in the State of Florida.

A public hearing was held on May 31, 1950, and Order No. 1608, dated June 29, 1950, approved the proposed rate structure.

DOCKET NO. 3045-TP

Gulf Telephone Company—Application for authority to revise its rates and charges for telephone service.

A public hearing was called on June 5, 1950. Order No. 1616, dated August 11, 1950, granted a part of the requested increase in rates and charges.

DOCKET NO. 3124-TP

Telephone service for the community of Lee, Florida. A public hearing was held on October 24, 1950, for the Florida Telephone Corporation, the Southeastern Telephone Company and the Southern Bell Telephone and Telegraph Company to show cause why they should not furnish telephone service to the community of Lee, Florida.

The Florida Telephone Corporation and the Southern Bell Telephone and Telegraph Company testified that this community was too far from their existing facilities to serve it on an economical basis.

The Southeastern Telephone Company agreed that they were the most logical company to serve that area.

The Southeastern Telephone Company was requested by the Commission to prepare a cost study to serve this area, and to present it to the Commission at an early date.

The company has advised that a full report should be in hand by the Commission within a short time.

DOCKET NO. 3145-TP

Inter-County Telephone and Telegraph Company for an adjustment in its rates and charges for telephone service furnished to all of its exchanges. A public hearing was held on October 30, 1950.

DOCKET NO. 3151-TP

Southern Bell Telephone and Telegraph Company—Petition for an increase in rates and charges made by the company for intrastate telephone service rendered by them within the State of Florida. A public hearing will be held early in 1951.

DOCKET NO. 3159-TP

Quincy Telephone Company—Application for an adjustment in its rates and charges for telephone service furnished by its exchange at Quincy. Public hearings were held beginning on October 23rd, November 27th, and December 21, 1950. Action by the Commission is pending.

DOCKET NO. 3187-TP

Southeastern Telephone Company—Petition of residents of Southeastern portion of Walton County for telephone service.

A public hearing will be held early in 1951.

DOCKET NO. 3209-TP

Southeastern Telephone Company—Petition for an increase in exchange telephone rates and charges in all of its exchanges.

The Railroad Inspector

The office of the Railroad Inspector consists of only the inspector. It is the duty of the inspector to check all railroad right-of-way and mechanical safety devices to see that they are in proper condition for the protection of both the traveling public and the employees of the railroads. He investigates all complaints filed with the Commission regarding safety factors as well as complaints concerning quality and type of service rendered. On his inspection trips, he reports to the Commission concerning the adequacy of station facilities. He investigates all petitions submitted by the carriers for the curtailment of service.

BIOGRAPHY OF EDWARD L. GILLETT, RAILROAD INSPECTOR



Edward L. Gillett, Railroad Inspector, was born April 20, 1899 at Interlachen, Putnam County, Florida. He attended the public schools of Putnam County and Massey's Business College at Jacksonville.

After a short time of employment as a book-keeper, he entered railway service in July of 1916 as a clerk-telegrapher. He enlisted in the United States Navy in 1917 and was sent to Key West for training as a radio-operator. He was employed as a trainman on the Florida East Coast Railway in 1919 and, after being cut off in the summer reduction of forces in 1920, he was employed by the Atlantic Coast

Line Railroad in the same capacity. His employment in this capacity was uninterrupted until January 1, 1949, at which time he was granted a leave of absence to serve as Railroad Inspector with the Florida Railroad and Public Utilities Commission.

Inspector Gillett is married to the former Clarice Moler of Jacksonville. He is a member of the Congregational Church at Interlachen, Masonic Lodge at Palatka, Morocco Temple Shrine at Jacksonville, Gordon Rimes Post of American Legion at High Springs, and Voiture 472 of 40 & 8 at Gainesville.

REPORT OF RAILROAD INSPECTOR

During 1950, the Florida Railroads had a most commendable safety record. They operated more than ten million train miles and had only two fatal accidents involving passengers or employees. During the year more than 12,600 freight cars, two hundred thirty five passenger cars, and two hundred and nine locomotives, of the thirteen thousand and fifty seven units checked, defects in safety equipment were found only in three hundred seventy four. All defects were promptly corrected when brought to the carrier's attention.

During the year brake tests were conducted on thirty inbound and twenty five outbound trains, which trains consisted of 2509 units, 188 defects were called to the carrier's attention and were promptly corrected.

Eight hearings before the Commission were participated in, involving the changing of schedules, the discontinuance of passenger trains, and the re-building of one depot.

Sixteen investigations and written reports of same were made covering either complaints of the citizens of the state, or requests of the carriers.

Reports were made on forty seven depots in need of repair.

**Financial and Operating Statistics
of Public Utilities**

Steam Operated Railroads

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1949

GENERAL BALANCE SHEET AT DECEMBER 31, 1949

ASSETS

NAME OF COMPANY	Investments Road and Equipment	Improvements on Leased Property	Acquisition Adjustments	Donations and Grants	Accrued Depreciation Road and Equipment	Accrued Amortization of Defense Projects	Various Funds	Miscellaneous Physical Property	Accrued Depre- ciation Misc. Physical Property	Investments in Affiliated Companies	Other Investments	Current Assets	Deferred Assets	Unadjusted Debits	Grand Total
Apalachicola Northern Railroad Company.....	\$ 3,144,161	\$.....	\$.....	\$ 3,990*	\$ 448,320*	\$.....	\$.....	\$ 16,009	\$.....	\$.....	\$ 1	\$ 421,806	\$ 1,087	\$ 64,695	\$ 3,195,449
Atlanta & St. Andrews Bay Railway Company.....	4,920,238	.....	.....	2,630*	197,030*	858,870*	151,629	265,694	.....	11,500	.....	1,143,631	604	68,460	5,503,136
Atlantic Coast Line Railroad Company.....	388,645,720	237,763	7,764,048*	1,064,393*	52,994,638*	38,881,186*	3,455,852	3,738,003	.....	58,394,494	190,520	40,611,276	2,851,433	1,126,234	398,547,030
Florida East Coast Railway Company.....	92,360,202	19,678	.....	1,059,644*	12,383,921*	1,447,866*	2,089,487	280,491	.....	1,795,315	263,791	20,474,427	233,839	1,843,538	104,469,337
Georgia and Florida Railroad.....	20,313,946	99,971	.....	21,904*	1,022,084*	.....	115,014	159,101	.....	368,201	1,000	382,595	3,304	429,652	20,828,796
Georgia Southern and Florida Railway Company.....	14,179,223	.....	.....	13,878*	1,103,604*	72,744*	750	63,631	.....	168,108	.....	3,624,415	34,076	86,946	16,966,923
Jacksonville Terminal Company.....	5,610,495	.....	.....	85,376*	435,573*	.....	1,478	117,188	.....	.....	.....	1,092,744	1,055	21,129	6,323,140
Live Oak, Perry and Gulf Railroad Company.....	1,494,421	.....	.....	17,904*	1,187,360*	.....	.....	24,930	.....	.....	.....	123,813	32,578	3,340	488,818
Louisville and Nashville Railroad Company.....	564,720,083	2,756,936	.....	4,432,029*	137,059,558*	30,492,407*	1,303,868	2,355,245	8,478*	22,480,734	4,959,382	68,144,523	1,629,947	3,312,738	499,670,984
St. Johns River Terminal Company.....	2,400,765	.....	.....	59,645*	187,254*	144,622*	53,642	79,173	.....	.....	.....	405,998	737	308	2,549,104
St. Louis-San Francisco Railway Company.....	368,028,202	266,933	42,424,724*	227,893*	86,920,375*	7,712,527*	8,481,867	631,853	.....	13,578,554	124,236	48,743,171	3,195,079	1,311,772	307,076,148
Seaboard Air Line Railroad Company.....	349,329,298	814,525	75,968,376*	124,732*	65,524,386*	23,890,660*	29,782,371	5,566,129	.....	7,861,283	1,263,332	39,565,917	219,989	1,030,655	269,925,345
Tampa Union Station Company.....	294,195	.....	.....	.....	13,071*	7,427*	.....	.....	.....	.....	.....	45,129	.....	.....	318,826
Tavares and Gulf Railroad Company.....	861,951	.....	.....	3,893*	17,237*	6,715*	.....	17,526	.....	.....	.....	274,404	466	571	1,127,073
The Marianna & Blountstown Railroad Company.....	304,822	.....	.....	342*	27,785*	.....	.....	.....	.....	.....	.....	4,413	.....	680	281,788
The South Georgia Railway Company.....	702,603	.....	.....	.....	112,658*	.....	.....	16,204	5,440*	.....	300	14,830	.....	2,282	618,121
Trans-Florida Central Railroad Company.....	97,761	.....	.....	.....	5,996*	.....	.....	.....	.....	.....	.....	1,700	.....	.....	93,465
Total.....	\$1,817,408,086	\$ 4,195,806	\$126,157,148	\$ 7,118,251*	\$359,640,850*	\$103,515,024*	\$ 45,435,958	\$ 13,331,087	\$ 13,918*	\$104,658,189	\$ 6,817,562	\$225,074,792	\$ 8,204,194	\$ 9,303,000	\$1,637,983,483

* Denotes credit item.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1949

GENERAL BALANCE SHEET AT DECEMBER 31, 1949

LIABILITIES

NAME OF ROAD	Total Stock	Long-term Debt	Current Liabilities	Deferred Liabilities	Unadjusted Credits	Unearned Surplus	Earned Surplus Appropriated	Earned Surplus Unappropriated	Grand Total
Apalachicola Northern Railroad Company.....	\$ 1,000,000	\$ 658,709	\$ 237,037	\$ 247	\$.....	\$ 681,067	\$.....	\$ 618,389	\$3,195,449
Atlanta & St. Andrews Bay Railway Company.....	600,000	712,000	641,396	.....	63,684	1,201,097	.....	2,284,959	5,503,136
Atlantic Coast Line Railroad Company.....	89,503,623	116,642,568	20,801,724	1,972,031	2,799,263	9,516,263	169,028	157,142,530	398,547,030
Florida East Coast Railway Company.....	37,500,000	60,403,086	875,792	46,918,494	365,343	.....	.....	41,593,378*	104,469,337
Georgia and Florida Railroad.....	13,382,441	9,208,639	1,991,796	12,131,579	93,532	.....	.....	15,979,191*	20,828,796
Georgia Southern & Florida Railway Company.....	2,461,900	5,989,484	1,509,848	1,393,301	882,926	410,064	46,193	4,263,207	16,966,923
Jacksonville Terminal Company.....	375,200	5,401,763	476,822	.....	638	.....	69,240	523*	6,323,140
Live Oak, Perry and Gulf Railroad Company.....	240,000	916	76,038	.....	60	360,000	760,200	948,396*	488,818
Louisville and Nashville Railroad Company.....	117,012,117	212,582,936	24,462,055	752,894	9,348,706	11,256,739	2,504,617	121,750,920	499,670,984
St. Johns River Terminal Company.....	100,000	1,633,642	114,289	.....	13,324	55,602	.....	632,247	2,549,104
St. Louis-San Francisco Railway Company.....	123,917,550	146,062,630	21,327,647	135,892	2,680,167	1,275,018	11,677,244	307,076,148	307,076,148
Seaboard Air Line Railroad Company.....	100,000,000	106,487,500	26,115,028	304,283	8,319,562	1,432,457	12,568,949	14,697,566	269,925,345
Tampa Union Station Company.....	30,000	261,744	20,084	.....	118	.....	6,880	.....	318,826
Tavares and Gulf Railroad Company.....	298,200	425,000	42,055	27,271	.....	307,841	.....	26,706	1,127,073
The Marianna & Blountstown Railroad Company.....	120,000	162,464	9,609	104,725	.....	785	.....	115,795*	281,788
The South Georgia Railway Company.....	577,000	4,345	83,310	18,450	6	.....	.....	64,990*	618,121
Trans-Florida Central Railroad Company.....	120,163	.....	53,899	.....	700	.....	.....	81,297*	93,465
Total.....	\$487,238,194	\$666,637,426	\$ 98,838,429	\$ 63,759,167	\$ 24,578,029	\$ 25,166,313	\$ 17,448,847	\$254,317,078	\$1,637,983,483

* Denotes Debit item.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1949

EARNED SURPLUS ACCOUNT—ENTIRE COMPANY

NAME OF COMPANY	Balance at Beginning of Year	Balance Transferred from Income	Miscellaneous and Other Credits	Dividend Appropriations of Surplus	Miscellaneous and Other Debits	Balance at Close of Year
Apalachicola Northern Railroad Company.....	\$ 544,173	\$ 74,216	\$	\$	\$	\$ 618,389
Atlanta & St. Andrews Bay Railway Company	1,948,143	396,526	.....	48,000	11,710	2,284,959
Atlantic Coast Line Railroad Company.....	153,194,646	7,697,605	134,734	3,301,478	582,977	157,142,530
Florida East Coast Railway Company.....	37,148,332*	4,478,455*	38,446	.....	5,037	41,593,378*
Georgia and Florida Railroad.....	14,755,106*	1,224,239*	171	.....	18	15,979,192*
Georgia Southern & Florida Railway Company.....	4,031,583	230,624	1,913	.....	913	4,263,207
Jacksonville Terminal Company.....	261*	.....	.....	.....	262	523*
Live Oak, Perry & Gulf Railroad Company.....	971,308*	18,645	6,976	.....	2,709	948,396*
Louisville & Nashville Railroad Company.....	121,605,517	8,216,805	197,501	8,236,800	32,103	121,750,920
St. Johns River Terminal Company.....	590,169	40,507	1,571	.....	.....	632,247
St. Louis-San Francisco Railway Company.....	10,428,824	5,272,069	314,759	4,334,142	4,266	11,677,244
Seaboard Air Line Railroad Company.....	11,467,655	5,137,894	223,994	2,025,000	106,977	14,697,566
Tampa Union Station Company.....	5,680	1,200	.....	.....	.....	6,880
Tavares & Gulf Railroad Company.....	11,663	15,043	.....	.....	.....	26,706
The Marianna & Blountstown Railroad Company.....	113,798*	1,998*	.....	.....	.....	115,796*
The South Georgia Railway Company.....	61,245*	3,745*	.....	.....	.....	64,990*
Trans-Florida Central Railroad Company.....	76,345*	4,952*	.....	.....	.....	81,297*
Total.....	\$ 250,701,658	\$ 21,387,745	\$ 920,065	\$ 17,945,420	\$ 746,972	\$ 254,317,076

* Denotes Debit Item or Deficit.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1949
OPERATING REVENUES—ENTIRE COMPANY

NAME OF COMPANY	TRANSPORTATION RAIL LINE										
	Freight	Passenger	Baggage	Mail	Express	Switching	All Other	Total	Incidental Revenues	Joint Facility Revenues	Total Railway Operating Revenues
Apalachicola Northern Railroad Company.....	\$ 712,085	\$ 3,688	\$ 12	\$ 24,189	\$ 3,740	\$ 268	\$	\$ 743,982	\$ 27,548	\$	\$ 771,530
Atlanta & St. Andrews Bay Railway Company.....	2,081,404	18,478	28	24,659	28,021	3,785	261	2,156,636	15,278	.....	2,171,914
Atlantic Coast Line Railroad Co.....	96,135,840	17,596,518	65,923	3,165,805	1,996,745	706,399	135,141	119,802,371	3,084,578	105,406	122,992,355
Florida East Coast Railway Company.....	17,025,391	6,468,337	41,588	779,217	470,173	47,776	71,533	24,904,015	972,797	25,335	25,902,147
Georgia and Florida Railroad.....	2,713,904	1,124	.....	1,172	3,966	12,048	.....	2,732,214	17,591	177	2,749,982
Georgia Southern & Florida Railway Company.....	5,704,334	741,380	1,023	357,881	58,965	114,973	4,245	6,982,801	107,339	5,652	7,095,792
Jacksonville Terminal Company.....	.....	.....	.....	.....	.....	.....	.....	.....	122,790	122,790*	.....
Live Oak, Perry & Gulf Railroad Company.....	267,701	948	.....	9,779	686	130	.....	279,244	4,028	.....	283,272
Louisville & Nashville Railroad Company.....	152,781,260	13,595,762	43,891	4,474,357	2,113,038	1,587,582	249,998	174,845,888	2,403,124	147,614	177,396,626
St. Johns River Terminal Company.....	.....	.....	.....	.....	.....	660,756	.....	660,756	9,531	34	670,321
St. Louis-San Francisco Railway Co.....	92,210,898	6,496,332	18,580	2,711,955	1,149,052	2,092,590	192,834	104,872,241	1,457,166	236,340	106,565,747
Seaboard Air Line Railroad Company.....	98,944,055	14,942,684	42,999	3,043,389	1,608,445	871,024	85,311	119,537,907	3,284,600	71,672	122,894,179
Tampa Union Station Company.....	.....	.....	.....	.....	.....	.....	.....	.....	20,600	20,600*	.....
Tavares & Gulf Railroad Company.....	211,539	.....	.....	.....	837	744	.....	213,120	588	.....	213,708
The Marianna & Blountstown Railroad Co.....	55,212	.....	.....	4,516	1,817	457	.....	62,002	1,361	.....	63,363
The South Georgia Railway Company.....	241,990	2,406	.....	11,873	331	52	.....	256,652	5,700	.....	262,352
Trans-Florida Central Railroad Company.....	4,600	104	.....	1,978	.....	.....	.....	6,682	980	.....	7,662
Total.....	\$469,090,213	\$59,867,761	\$214,044	\$14,610,770	\$7,435,816	\$6,098,584	\$ 739,323	\$558,056,511	\$11,535,599	\$ 448,840	\$570,040,950

* Denotes Debit Items, Deficit, or Contrary Character.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1949

INCOME ACCOUNT—ENTIRE COMPANY

NAME OF COMPANY	Railway Operating Revenues	Railway Operating Expenses	Net Revenue from Railway Operations	Railway Tax Accruals	Railway Operating Income	Net Rents	Net Railway Operating Income	Other Income	Total Income	Miscellaneous Deductions from Income	Income Avail- able for Fixed Charges	Fixed Charges	Contingent Charges	Net Income	Income Applied to Funds and Appropriated for Other Purposes	Income Balance Transferred to Earned Surplus
Apalachicola Northern Railroad Company	\$ 771,530	\$ 561,877	\$ 209,653	\$ 102,288	\$ 107,365	\$ 16,950*	\$ 90,415	\$ 8,733	\$ 99,148	\$ 10	\$ 99,138	\$ 24,922	\$	\$ 74,216	\$	\$ 74,216
Atlanta & St. Andrews Bay Railway Company	2,171,914	1,224,738	947,176	343,343	603,833	180,919*	413,914	37,536	451,450	3,601	447,849	51,323	.....	396,526	.....	396,526
Atlantic Coast Line Railroad Company	122,992,355	104,217,280	18,775,075	11,000,000	7,775,075	1,021,176*	6,753,899	5,433,550	12,187,449	167,195	12,020,254	4,273,071	3,792	7,743,391	45,786	7,697,605
Florida East Coast Railway Company	25,902,147	21,803,994	4,098,153	3,138,315	959,838	1,164,334*	204,496*	259,691	55,195	23,755	31,440	4,509,895	.....	4,478,455*	.....	4,478,455*
Georgia and Florida Railroad	2,749,982	2,756,402	6,420*	177,626	184,046*	175,836*	359,882*	26,969	332,913*	1,417	334,330*	889,909	.....	1,224,239*	.....	1,224,239*
Georgia Southern and Florida Railway Company	7,095,792	4,937,417	2,158,375	549,239	1,609,136	1,082,624*	526,512	26,037	552,549	1,304	551,245	320,621	.....	230,624	.....	230,624
Jacksonville Terminal Company .....	.....	.....	.....	294,946	294,946*	422,208	127,262	44,876	172,138	12,066	160,072	160,072	.....	.....	.....	.....
Live Oak, Perry and Gulf Railroad Company	283,272	226,450	56,822	27,381	29,441	13,645*	15,796	5,143	20,939	.....	20,939	2,294	.....	18,645	.....	18,645
Louisville and Nashville Railroad Company	177,396,626	149,456,690	27,939,936	20,569,003	7,370,933	5,465,136	12,836,069	2,877,717	15,713,786	86,214	15,627,572	7,410,767	.....	8,216,805	.....	8,216,805
St. Johns River Terminal Company	670,321	470,899	199,422	115,491	83,931	7,323	91,254	19,515	110,769	.....	110,769	70,262	.....	40,507	.....	40,507
St. Louis-San Francisco Railway Company	106,565,747	85,979,521	20,586,226	10,423,909	10,162,317	52,998	10,215,315	1,261,393	11,476,708	63,058	11,413,650	3,682,485	2,459,096	5,272,069	.....	5,272,069
Seaboard Air Line Railroad Company	122,894,179	98,870,492	24,023,687	11,198,704	12,824,983	1,776,197	11,048,786	1,015,763	12,064,549	34,885	12,029,664	1,911,010	1,962,360	8,156,294	3,018,400	5,137,894
Tampa Union Station Company .....	.....	.....	.....	20,412	20,412*	29,979	9,567	2,670	12,237	60	12,177	10,977	.....	1,200	.....	1,200
Tavares and Gulf Railroad Company .....	.....	.....	.....	.....	.....	11,624*	28,423	3,284	31,707	13	31,694	16,651	.....	15,043	.....	15,043
The Marianna & Blountstown Railroad Company	213,708	156,605	57,103	17,056	40,047	7,435	4,031	130	5,061	.....	5,061	7,059	.....	1,998*	.....	1,998*
The South Georgia Railway Company	262,352	213,026	49,326	14,642	34,684	31,633*	3,051	1,263	4,314	80	4,234	7,979	.....	3,745*	.....	3,745*
Trans-Florida Central Railroad Company	7,662	10,822	3,160*	1,792	4,952*	.....	4,952*	.....	4,952*	.....	4,952*	.....	.....	4,952*	.....	4,952*
Total	\$570,040,950	\$470,938,465	\$ 99,102,485	\$ 57,997,823	\$ 41,104,662	\$ 491,202	\$ 41,595,864	\$ 11,024,270	\$ 52,620,134	\$ 393,658	\$ 52,226,476	\$ 23,349,297	\$ 4,425,248	\$ 24,451,931	\$ 3,064,186	\$ 21,387,745

* Denotes Debit Item, Deficit, or Contrary Character.



STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1949
OPERATING EXPENSES—ENTIRE COMPANY

NAME OF COMPANY	Maintenance of Way & Structures	Maintenance of Equipment	Traffic Expenses	Transportation Expenses	Miscellaneous Operations	General Expenses	Total Operating Expenses
Apalachicola Northern Railroad Company.....	\$ 258,679	\$ 100,492	\$ 15,852	\$ 155,355	\$	\$ 31,499	\$ 561,877
Atlanta & St. Andrews Bay Railway Company.....	300,928	177,551	80,396	544,860	2,348	118,655	1,224,738
Atlantic Coast Line Railroad Company.....	20,415,919	22,587,604	3,636,755	51,572,249	1,993,483	4,011,270	104,217,280
Florida East Coast Railway Company.....	4,661,362	4,659,487	769,807	9,756,807	960,977	995,554	21,803,994
Georgia and Florida Railroad.....	816,734	416,944	185,695	1,210,947	.....	126,082	2,756,402
Georgia Southern & Florida Railway Company.....	1,603,776	642,548	84,679	2,428,352	98,777	79,285	4,937,417
Jacksonville Terminal Company.....	.....	.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf Railroad Company.....	85,710	38,886	7,265	69,174	.....	25,415	226,450
Louisville & Nashville Railroad Company.....	26,908,006	37,704,090	3,577,593	74,336,211	1,457,385	5,473,405	149,456,690
St. Johns River Terminal Company.....	99,790	42,728	.....	321,820	.....	6,561	470,899
St. Louis-San Francisco Railway Co.....	17,946,648	18,590,357	2,810,365	41,859,237	918,601	3,854,313	85,979,521
Seaboard Air Line Railroad Company.....	19,709,873	22,895,515	3,809,065	46,602,719	2,352,001	3,501,319	98,870,492
Tampa Union Station Company.....	.....	.....	.....	.....	.....	.....	.....
Tavares & Gulf Railroad Company.....	57,177	16,054	2,646	73,884	.....	6,844	156,605
The Marianna & Blountstown Railroad Company.....	15,572	8,229	2,597	23,176	.....	2,678	52,252
The South Georgia Railway Company.....	98,602	24,006	4,286	72,369	.....	13,763	213,026
Trans-Florida Central Railroad Company.....	5,069	354	.....	4,111	.....	1,288	10,822
Total.....	\$ 92,983,845	\$ 107,904,845	\$ 14,987,001	\$ 229,031,271	\$ 7,783,572	\$ 18,247,931	\$ 470,938,465

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1949

MILEAGE OPERATED—ENTIRE COMPANY

NAME OF ROAD	Miles of Road	Miles of Second Main Tracks	Miles of Passing Tracks, Cross-overs, Turnouts	Miles of Way Switching Tracks	Miles of Yard Switching Tracks	Total
Apalachicola Northern Railroad Company.....	99.12			15.57	85	115.54
Atlanta & St. Andrews Bay Railway Company.....	82.00		3.14	7.03	29.14	121.31
Atlantic Coast Line Railroad Company.....	5,526.37	699.67	390.35	416.97	874.29	7,907.65
Florida East Coast Railway Company.....	571.44	326.87	141.29	68.40	117.50	1,225.50
Georgia and Florida Railroad.....	407.88		13.13	58.12	11.19	490.32
Georgia Southern & Florida Railway Company.....	396.91	8.19	42.19	35.41	72.82	555.52
Jacksonville Terminal Company.....					50.71	50.71
Live Oak, Perry & Gulf Railroad Company.....	58.37			13.66		72.03
Louisville & Nashville Railroad Company.....	4,779.72	(1) 580.57	702.05	636.10	1,260.18	7,958.62
St. Johns River Terminal Company.....					52.51	52.51
St. Louis-San Francisco Railway Company.....	4,644.77	130.58	541.58	503.21	693.51	6,513.65
Seaboard Air Line Railroad Company.....	4,145.90	103.01	566.35	514.56	518.50	5,848.32
Tampa Union Station Company.....	(2)					
Tavares & Gulf Railroad Company.....	37.71		1.97	3.48		43.16
The Marianna & Blountstown Railroad Company.....	29.00				4.75	33.75
The South Georgia Railway Company.....	77.48				12.62	90.10
Trans-Florida Central Railroad Company.....	10.79				2.01	12.80
Total.....	20,867.46	1,848.89	2,402.05	2,272.51	3,700.58	31,091.49

(1) Includes 3.72 miles of other main track.

(2) Tracks operated jointly by railroads entering Tampa, Florida.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1949

RAIL-LINE OPERATIONS—ENTIRE COMPANY

NAME OF ROAD	Total Revenue Passengers Carried	Average Miles Passengers Carried	Average Revenue Per Passenger Carried	Total Tons Revenue Freight Hauled	Average Miles Per Ton Hauled	Average Revenue per Ton Hauled
Apalachicola Northern Railroad Company.....	5,065	34.98	\$.73	504,240	90.71	\$ 1.41
Atlanta & St. Andrews Bay Railway Company.....	16,893	65.55	1.09	1,725,332	72.35	1.21
Atlantic Coast Line Railroad Company.....	2,539,307	299.02	7.46	32,200,030	205.43	2.99
Florida East Coast Railway Company.....	860,781	293.06	7.51	3,739,759	193.43	4.55
Georgia and Florida Railroad.....	2,786	17.77	.40	1,756,850	108.91	1.54
Georgia Southern & Florida Railway Company.....	167,131	155.31	4.44	2,634,573	155.19	2.17
Jacksonville Terminal Company.....	N.A.					
Live Oak, Perry & Gulf Railroad Company.....	2,764	18.77	.34	177,661	30.71	1.50
Louisville & Nashville Railroad Company.....	3,224,876	173.44	4.22	58,793,961	215.81	2.60
St. Johns River Terminal Company.....	N.A.					
St. Louis-San Francisco Railway Company.....	1,269,528	208.88	5.12	27,622,919	257.51	3.34
Seaboard Air Line Railroad Company.....	1,582,234	372.46	9.44	33,413,041	220.21	2.96
Tampa Union Station Company.....	N.A.					
Tavares & Gulf Railroad Company.....				101,722	26.68	2.08
The Marianna & Blountstown Railroad Company.....				54,210	.26	1.02
The South Georgia Railway Company.....	6,832	16.21	.55	164,289	42.66	1.47
Trans-Florida Central Railroad Company.....	520	10.79	.20	5,002	10.79	.92

N.A.—Not applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1949
INVESTMENT IN ROAD AND EQUIPMENT—STATE OF FLORIDA

NAME OF ROAD	Miles of Road Owned Florida	Expenditures for Road	Expenditures for Equipment	General Expenditures	Unassigned Expenditures	Total Expenditures
Apalachicola Northern Railroad Company.....	98.68	\$ 2,527,906	\$ 508,595	\$ 107,660	\$.....	\$ 3,144,161
Atlanta & St. Andrews Bay Railway Company.....	66.00	2,977,154	1,055,233	62,572	.....	4,094,959
Atlantic Coast Line Railroad Company.....	1,774.40	77,675,594	34,088,497	1,523	.....	111,765,614
Florida East Coast Railway Company.....	566.30	69,201,086	22,122,491	1,056,303	.....	92,379,880
Georgia and Florida Railroad.....	12.71	176,560	35,064	178*	.....	211,446
Georgia Southern & Florida Railway Company.....	152.43	3,187,694	480,008	183,298	.....	3,851,000
Jacksonville Terminal Company.....	40.04	3,756,574	942,718	88,463	822,740	5,610,495
Live Oak, Perry & Gulf Railroad Company.....	58.37	70,165*	200,662	19,141*	1,383,065	1,494,421
Louisville & Nashville Railroad Company.....	241.79	590,923	4,736,976	628*	7,786,110	13,113,381
St. Johns River Terminal Company.....	39.46	2,221,821	174,645	4,299	.....	2,400,765
St. Louis-San Francisco Railway Company.....	47.53	3,663,471	850,979	74,362	.....	4,588,812
Seaboard Air Line Railroad Company.....	1,459.73	12,005,538	35,660,634	75,015*	70,559,792	118,150,949
Tampa Union Station Company.....	2.19	276,594	.....	17,601	.....	294,195
Tavares & Gulf Railroad Company.....	34.32	305,236	324*	19,000*	576,039	861,951
The Marianna & Blountstown Railroad Company.....	29.00	227,323	73,344	4,156	.....	304,823
The South Georgia Railway Company.....	40.49	13,596	31,896	.....	315,774	361,266
Trans-Florida Central Railroad Company.....	10.68	92,946	1,055	3,760	.....	97,761
Total.....	4,674.12	\$ 178,829,851	\$ 100,962,473	\$ 1,490,035	\$ 81,443,520	\$ 362,725,879

* Denotes Credit Item.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1949
OPERATING REVENUES—STATE OF FLORIDA

NAME OF ROAD	TRANSPORTATION RAIL LINE										
	Freight	Passenger	Baggage	Mail	Express	Switching	All Other	Total	Incidental Revenues	Joint Facility Revenues	Total Railway Operating Revenues
Apalachicola Northern Railroad Company.....	\$ 712,085	\$ 3,688	\$ 12	\$ 24,189	\$ 3,740	\$ 268	\$	\$ 743,982	\$ 27,548	\$	\$ 771,530
Atlanta & St. Andrews Bay Railway Company..	1,737,757	15,008	23	19,848	22,554	2,134	250	1,797,574	12,012	.....	1,809,586
Atlantic Coast Line Railroad Company.....	22,372,205	2,365,217	16,907	628,571	730,789	247,080	31,954	26,392,723	1,216,804	64,799	27,674,326
Florida East Coast Railway Company.....	17,025,391	6,468,337	41,588	779,217	470,173	47,776	71,533	24,904,015	972,797	25,335	25,902,147
Georgia and Florida Railroad Company.....	22,341	42	.....	.....	47	666	.....	23,096	482	.....	23,578
Georgia Southern & Florida Railway Company..	1,045,055	141,929	179	50,390	10,285	1,504	589	1,249,931	23,243	2,616	1,275,790
Jacksonville Terminal Company.....	.....	.....	.....	.....	.....	.....	.....	.....	123,790	122,790*	.....
Live Oak, Perry & Gulf Railroad Company.....	267,701	948	.....	9,779	686	130	.....	279,244	4,028	.....	283,272
Louisville & Nashville Railroad Company.....	2,177,564	339,055	1,432	148,687	53,302	36,583	2,638	2,759,261	197,133	.....	2,956,394
St. Johns River Terminal Company.....	.....	.....	.....	.....	.....	660,757	.....	660,757	9,530	34	670,321
St. Louis-San Francisco Railway Company.....	289,540	11,044	31	14,064	6,123	88,660	353	409,815	29,951	.....	439,766
Seaboard Air Line Railroad Company.....	31,929,546	4,798,061	16,189	666,501	605,433	276,052	31,799	38,323,581	1,661,274	44,299	40,029,154
Tampa Union Station Company.....	.....	.....	.....	.....	.....	.....	.....	.....	20,600	20,600*	.....
Tavares and Gulf Railroad Company.....	211,539	.....	.....	.....	837	744	.....	213,120	587	.....	213,707
The Marianna & Blountstown Railroad Company	55,212	.....	.....	4,516	1,817	457	.....	62,002	1,361	.....	63,363
The South Georgia Railway Company.....	123,515	908	.....	6,174	172	31	.....	130,800	4,143	.....	134,943
Trans-Florida Central Railroad Company.....	4,600	104	.....	1,978	.....	.....	.....	6,682	980	.....	7,662
Total.....	\$ 77,974,051	\$14,144,341	\$ 76,361	\$2,353,914	\$1,905,958	\$1,362,842	\$ 139,116	\$ 97,956,583	\$4,305,263	\$ 6,307*	\$102,255,539

* Denotes Debit Items.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1949

OPERATING EXPENSES—STATE OF FLORIDA

NAME OF COMPANY	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Trans- portation Expenses	Mis- cellaneous Expenses	General Expenses	Total Operating Expenses
Apalachicola Northern Railroad Company.....	\$ 258,679	\$ 100,492	\$ 15,852	\$ 155,355	\$	\$ 31,499	\$ 561,877
Atlanta & St. Andrews Bay Railway Company.....	247,228	146,388	65,300	429,634	322	94,584	983,456
Atlantic Coast Line Railroad Company.....	4,509,938	4,874,513	788,684	11,335,443	332,971	887,116	22,728,665
Florida East Coast Railway Company.....	4,661,362	4,659,487	769,807	9,756,807	960,977	955,554	21,803,994
Georgia and Florida Railroad.....	11,753	5,275	937	25,054	.....	2,020	45,039
Georgia Southern & Florida Railway Company.....	401,895	114,484	16,460	520,213	20,602	17,656	1,061,310
Jacksonville Terminal Company.....	N.A.	.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf Railroad Company.....	85,710	38,886	7,265	69,174	.....	25,415	226,450
Louisville and Nashville Railroad Company.....	916,100	853,736	67,187	1,912,116	52,199	137,718	3,939,056
St. Johns River Terminal Company.....	97,790	42,728	.....	321,820	.....	6,561	470,899
St. Louis-San Francisco Railway Company.....	73,581	76,220	11,523	171,623	3,766	15,803	352,516
Seaboard Air Line Railroad Company.....	6,419,920	7,457,550	1,240,602	15,179,484	766,096	1,140,453	32,204,195
Tampa Union Station Company.....	N.A.	.....	.....	.....	.....	.....	.....
Tavares & Gulf Railroad Company.....	57,177	16,054	2,646	73,884	.....	6,844	156,605
The Marianna & Blountstown Railroad Company.....	15,	8,229	2,597	23,176	.....	2,678	52,252
The South Georgia Railway Company.....	51,273	12,483	2,229	37,632	.....	7,157	110,774
Trans-Florida Central Railroad Company.....	5,060	354	.....	4,111	.....	1,288	10,822
Total.....	\$ 17,815,047	\$ 18,406,579	\$ 2,991,179	\$ 40,015,526	\$ 2,136,933	\$ 3,372,346	\$ 84,737,910

N.A.—Not applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1949
MILEAGE OPERATED (Exclusive of Yard Tracks)—STATE OF FLORIDA

NAME OF COMPANY	Line Owned —Main Line	Lines Owned —Branches and Spurs	Lines of Proprietary Companies	Lines Operated under Lease	Lines Operated under Contract	Lines Operated under Track- age Rights	Total Mileage Operated	New Lines Constructed during Year
Apalachicola Northern Railroad Company.....	95.62	3.06				.44	99.12	
Atlanta & St. Andrews Bay Railway Company.....	66.00						66.00	
Atlantic Coast Line Railroad Company.....	1,081.24	693.16	102.04			9.85	1,886.29	
Florida East Coast Railway Company.....	425.09	141.21			5.14		571.44	
Georgia and Florida Railroad.....	12.71						12.71	
Georgia Southern & Florida Railway Company.....	152.43					4.80	157.23	
Jacksonville Terminal Company.....	40.04					10.67	50.71	
Live Oak, Perry & Gulf Railroad Company.....	45.64	12.73					58.37	
Louisville & Nashville Railroad Company.....	204.71	37.08				.98	242.77	
St. Johns River Terminal Company.....	39.46					13.05	52.51	
St. Louis-San Francisco Railway Company.....	45.19	2.34					47.53	
Seaboard Air Line Railroad Company.....	1,398.40	61.33		95.21		3.36	1,558.30	
Tampa Union Station Company.....	(1)							
Tavares & Gulf Railroad Company.....	34.32					3.39	37.71	
The Marianna & Blountstown Railroad Company.....	29.00						29.00	
The South Georgia Railway Company.....	40.49						40.49	
Trans-Florida Central Railroad Company.....	10.68					.11	10.79	
Total.....	3,721.02	950.91	102.04	95.21	5.14	46.65	4,920.97	

(1) Tracks owned jointly by railroads entering Tampa, Florida.

STATISTICS OF RAILROAD COMPANIES—CALENDER YEAR 1949
TONS OF REVENUE FREIGHT CARRIED—STATE OF FLORIDA

NAME OF COMPANY	Products of Agriculture	Animals and Products	Products of Mines	Products of Forests	Manufacture and Miscellaneous	Merchandise All L.C.L. Freight	Forwarder Traffic (C.L.)	Grand Total
Apalachicola Northern Railroad Company.....	132	245	6,972	376,237	119,071	1,583	.....	504,240
Atlanta & St. Andrews Bay Railway Company.....	38,386	682	90,061	1,030,684	557,511	6,363	.....	1,723,717
Atlantic Coast Line Railroad Company.....	1,943,926	93,045	8,654,947	1,793,781	3,526,573	118,896	18,701	16,149,869
Florida East Coast Railway Company.....	1,179,738	101,244	516,960	449,031	1,397,548	69,289	25,949	3,739,759
Georgia and Florida Railroad.....	3,090	39	23,473	20,144	20,888	610	.....	70,244
Georgia Southern & Florida Railway Company Jacksonville Terminal Company.....	106,705 (N.A.)	29,091	280,350	285,708	690,377	28,231	6,111	1,426,573
Live Oak, Perry & Gulf Railroad Company.....	7,084	.....	15,749	127,848	26,184	796	.....	177,661
Louisville & Nashville Railroad Company.....	54,982	6,744	246,666	721,706	597,950	33,936	7,578	1,669,562
St. Johns River Terminal Company.....	(N.A.)	.....	.....	.....	.....	.....	.....	.....
St. Louis-San Francisco Railway Company.....	36,468	6,117	22,622	198,004	281,294	3,942	52	548,499
Seaboard Air Line Railroad Company.....	1,073,582	95,333	10,325,480	2,142,735	3,072,698	102,471	52,926	16,865,225
Tampa Union Station Company.....	(N.A.)	.....	.....	.....	.....	.....	.....	.....
Tavares & Gulf Railroad Company.....	61,208	.....	11,606	6,087	22,616	205	.....	101,722
The Marianna & Blountstown Railroad Co.....	2,894	.....	5,696	27,231	17,614	775	.....	54,210
The South Georgia Railway Company.....	8,747	36	9,276	81,878	14,053	166	.....	114,156
Trans-Florida Central Railroad Company.....	.....	.....	100	1,058	3,781	63	.....	5,002
Total.....	4,516,942	332,576	20,211,988	7,262,132	10,348,158	367,326	111,317	43,150,439

(N.A.) Not applicable.

STATISTICS OF RAILROAD COMPANIES—CALENDAR YEAR 1949
TONS OF REVENUE FREIGHT ORIGINATED, TERMINATED AND CARRIED

NAME OF COMPANY	SYSTEM			STATE OF FLORIDA		
	Carload Tons Originated	Carload Tons Terminated	Carload Tons Carried	Carload Tons Originated	Carload Tons Terminated	Carload Tons Carried
Apalachicola Northern Railroad Company.....	169,461	363,773	502,657	169,461	363,773	502,657
Atlanta & St. Andrews Bay Railway Company.....	421,901	1,336,568	1,718,969	411,320	1,280,936	1,717,354
Atlantic Coast Line Railroad Company.....	20,678,014	20,223,423	31,790,717	11,839,288	10,116,661	16,030,973
Florida East Coast Railway Company.....	1,803,797	2,243,059	3,670,470	1,803,797	2,243,059	3,670,470
Georgia and Florida Railroad.....	589,910	523,944	1,746,370	11,374	7,485	69,634
Georgia Southern & Florida Railway Company.....	1,023,940	954,102	2,583,611	338,244	332,944	1,398,342
Jacksonville Terminal Company.....	(N.A.)					
Live Oak, Perry & Gulf Railroad Company.....	122,731	36,359	176,865	122,731	36,359	176,865
Louisville & Nashville Railroad Company.....	1,143,872	24,342,514	58,158,816	539,728	872,286	1,635,626
St. Johns River Terminal Company.....	(N.A.)					
St. Louis-San Francisco Railway Company.....	15,847,740	13,330,101	27,317,962	239,403	307,680	544,557
Seaboard Air Line Railroad Company.....	20,499,330	19,915,028	33,032,757	13,201,762	10,576,829	16,762,754
Tampa Union Station Company.....	(N.A.)					
Tavares & Gulf Railroad Company.....	68,531	35,412	101,517	68,531	35,412	101,517
The Marianna & Blountstown Railroad Company.....	29,119	24,316	53,435	29,119	24,316	53,435
The South Georgia Railway Company.....	65,287	27,102	163,851	30,246	7,120	113,990
Trans-Florida Central Railroad Company.....	2,152	2,787	4,939	2,152	2,787	4,939

(N.A.) Not applicable.

Bridge Companies

**STATISTICS OF BRIDGE COMPANIES
GENERAL BALANCE SHEET AT DECEMBER 31, 1949**

ASSETS	Miami Bridge Company
Investment in Road and Equipment Property.....	\$ 1,271,270
Acquisition Adjustments.....	75,075
Accrued depreciation—Road and equipment.....	429,382
Sinking funds.....	30,000
Other investments.....	280,550
Current assets.....	10,128
Unadjusted debits.....	
Grand total.....	\$ 1,237,641
LIABILITIES	
Capital stock.....	\$ 65,380
Funded debt unmaturing.....	
Current liabilities.....	176,248
Unadjusted credits.....	21,168
Unearned surplus.....	8,697
Earned surplus—Unappropriated.....	966,148
Grand total.....	\$ 1,237,641

**STATISTICS OF BRIDGE COMPANIES
EARNED SURPLUS ACCOUNT—CALENDAR YEAR 1949**

ITEMS	Miami Bridge Company
Credit balance at beginning of year.....	\$ 875,074
Credit balance transferred from Income.....	92,031
Total credits.....	\$ 967,105
Miscellaneous debits.....	\$ 957
Credit balance carried to Balance Sheet.....	966,148
Total debits.....	\$ 967,105

**STATISTICS OF BRIDGE COMPANIES
INCOME ACCOUNT—CALENDAR YEAR 1949**

NAME OF ACCOUNT	Miami Bridge Company
Operating revenues—Tolls.....	\$ 584,328
Operating expenses.....	197,218
Net revenue from bridge operation.....	\$ 387,110
Bridge tax accruals.....	161,432
Bridge operating income.....	\$ 225,678
Other income.....	10,420
Total income.....	\$ 236,098
Miscellaneous deductions from income.....	3,163
Income available for fixed charges.....	\$ 232,935
Fixed charges.....	10,145
Income after fixed charges.....	\$ 222,790
Dividend appropriations of income.....	130,759
Balance of income transferred to earned surplus.....	\$ 92,031

Express Companies

STATISTICS OF EXPRESS COMPANIES
GENERAL BALANCE SHEET AT DECEMBER 31, 1949

ASSETS	Railway Express Agency Inc.
Real property and equipment.....	\$ 66,984,141
Miscellaneous physical property.....	892,997
Investments in affiliated companies—Stock.....	28,500
Other Investments—Bonds.....	22,000
Notes.....	5,137
Cash.....	24,845,816
Special deposits.....	8,745
Loans and notes receivable.....	1,851
Traffic balances receivable.....	165,538
Net balances transferred from agents and messengers.....	13,373,139
Miscellaneous accounts receivable.....	2,612,528
Material and supplies.....	850,066
Interest dividends and rents receivable.....	2,128
Working fund advances.....	9,494
Other current assets.....	295,584
Insurance and other reserve funds.....	1,306,766
Other deferred assets.....	17,904
Rents and insurance premiums paid in advance.....	270,322
Taxes paid in advance.....	351,515
Other unadjusted debits.....	1,203,319
Grand total.....	\$113,247,490
LIABILITIES	
Capital stock.....	\$ 100,000
Funded debt unmatured.....	28,608,570
Equipment obligations—Refrigerator cars.....	4,280,268
Traffic balances payable.....	17,230
Audited accounts and wages unpaid.....	12,219,135
Miscellaneous accounts payable.....	9,388,912
Matured interest, dividends and rents unpaid.....	50
Miscellaneous advances payable.....	7,320
Unpaid money orders, checks, and drafts.....	3,772,127
Express privilege liabilities.....	11,206,285
Estimated tax liabilities.....	3,868,931
Unmatured interest dividends and rents payable.....	119,202
Other current liabilities.....	775,068
Other deferred liabilities.....	3,330
Operating and insurance reserves.....	1,771,320
Accrued depreciation—Building and equipment.....	36,764,673
Accrued depreciation—Miscellaneous physical property.....	133,943
Other unadjusted credits.....	211,126
Grand total.....	\$113,247,490

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1949
INVESTMENT IN REAL PROPERTY AND EQUIPMENT—
ENTIRE LINE AND STATE OF FLORIDA

NAME OF ACCOUNT	RAILWAY EXPRESS AGENCY, INC.	
	Entire Company	State of Florida
Land.....	\$ 5,677,635	\$ 203,654
Buildings and appurtenances on land owned.....	7,520,522	162,329
Buildings and appurtenances on land not owned.....	5,231,495	730,265
Improvements to buildings not owned.....	200,714	256
Cars.....	8,720,509	
Automobiles.....	29,557,538	623,200
Office furniture and equipment.....	2,599,489	125,509
Office safes.....	412,855	8,966
Trucks.....	3,386,911	132,350
Garage equipment.....	488,636	5,069
Line equipment.....	213,026	
Shop equipment.....	379,336	6,342
Miscellaneous equipment.....	9,712	
Minor equipment.....	2,585,763	
Total real property and equipment.....	\$ 66,984,141	\$ 2,000,940
Depreciation reserve—Buildings and equipment.....	\$ 36,766,859	\$ 1,065,358

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1949
PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

I T E M	RAILWAY EXPRESS AGENCY, INC.	
	Debit	Credit
Credit balance transferred from income.....	\$.....	\$.....
Profit on real property and equipment sold.....		25,481
Unrefundable overcharges.....		5,454
Miscellaneous profit and loss credits.....		113,206
Debit balance transferred from income.....	122,751	
Miscellaneous profit and loss debits.....	21,390	
	\$ 144,141	\$ 144,141

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1949
INCOME ACCOUNT—ENTIRE COMPANY

I T E M	Railway Express Agency, Inc.
OPERATING INCOME	
Charges for transportation.....	\$ 335,294,047
Express privileges—Debit.....	89,525,166
Revenue from transportation.....	\$ 245,769,781
Revenue from operations other than transportation.....	4,897,203
Total operating revenues.....	\$ 250,666,984
Operating expenses.....	234,584,399
Net operating revenue.....	\$ 16,082,585
Uncollectible revenue from transportation.....	44 886
Express taxes.....	15,824,489
Operating income.....	\$ 213,210
OTHER INCOME	
Rent from real property and equipment used jointly.....	\$ 5,344
Net income from miscellaneous physical property.....	33,269
Separately operated properties—Profit.....	2,787
Income from funded securities.....	1,225
Income from unfunded securities and accounts.....	57
Income from sinking and other reserve funds.....	31,390
Miscellaneous income.....	1,110,759
Total other income.....	\$ 1,184,831
Gross income.....	\$ 1,398,041
DEDUCTIONS FROM GROSS INCOME	
Miscellaneous taxes.....	\$ 15,557
Interest on funded debt.....	1,502,971
Interest on unfunded debt.....	2,019
Miscellaneous income debits.....	245
Total deductions from gross income.....	\$ 1,520,792
Income balance transferred to Profit and Loss.....	\$ 122,751*

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1949

OPERATING REVENUES—

ENTIRE COMPANY AND STATE OF FLORIDA

ACCOUNT	RAILWAY EXPRESS AGENCY, INC.	
	Entire Company	State of Florida
TRANSPORTATION		
Express, domestic.....	330,833,260	\$.....
Miscellaneous.....	4,461,687	.....
Total transportation.....	\$ 335,294,947	\$ 7,317,627
Contract payments—Express privileges—Dr.....	89,525,166	2,185,418
Revenue from transportation.....	\$ 245,769,781	\$ 5,132,209
OPERATIONS OTHER THAN TRANSPORTATION		
Customs brokerage fees.....	\$ 603,682	\$.....
Order and commission.....	6,113	.....
Rents of buildings and other property.....	148,151	.....
C.O.D. checks.....	2,212,747	.....
Miscellaneous.....	1,926,510	126,892
Total other than transportation.....	\$ 4,897,203	\$ 126,892
Total operating revenues.....	\$ 250,666,984	\$ 5,259,101

* Denotes contra item or loss.

STATISTICS OF EXPRESS COMPANIES—CALENDAR YEAR 1949

OPERATING EXPENSES—

ENTIRE COMPANY AND STATE OF FLORIDA

ACCOUNT	RAILWAY EXPRESS AGENCY, INC.	
	Entire Company	State of Florida
Maintenance.....	\$ 10,236,975	\$ 224,420
Traffic.....	1,431,781	31,388
Transportation.....	213,727,526	4,685,442
General.....	9,188,117	201,426
Total operating expenses.....	\$ 234,584,399	\$ 5,142,676
Ratio of operating expenses to operating revenue.....	93.58	.....

Sleeping Car Companies

STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1949
GENERAL BALANCE SHEET—ENTIRE COMPANY—
AT DECEMBER 31, 1949

ASSETS		The Pullman Company
Investment in Sleeping Car Property.....	\$	83,279,088
Capital and Other Reserve Funds.....		8,000,000
Cash.....		12,057,0
Temporary cash investments.....		147,111
Special deposits.....		23,930
Loans and bills receivable.....		604
Net balance receivable from receiving cashiers and ticket agents.....		97,563
Miscellaneous accounts receivable.....		3,612,186
Material and supplies.....		13,239,659
Interest and dividends receivable.....		111,305
Discount foreign currency.....		
Other current assets.....		9,085,053
Working fund advances.....		16,634
Insurance and other funds.....		399,920
Other deferred assets.....		18,538,028
Rents and insurance premiums paid in advance.....		107,002
Other unadjusted debits.....		40,372
Grand total.....	\$	148,755,492
LIABILITIES		
Capital stock.....	\$	7,313,500
Loans and bills payable.....		
Wages payable.....		2,224,427
Miscellaneous accounts payable.....		4,738,377
Unmatured interest accrued.....		
Tax liability.....		2,673,785
Other current liabilities.....		8,562,607
Other deferred liabilities.....		16,465,694
Insurance and casualty reserves.....		107,933
Operating reserves.....		91,742
Accrued depreciation: Equipment.....		63,719,395
Building appurtenances and grounds.....		8,170,831
Other unadjusted credits.....		3,319,563
Profit and loss—Credit balance.....		19,667,638
Paid-in surplus.....		11,700,000
Grand Total.....	\$	148,755,492

STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1949
OPERATING REVENUES AND EXPENSES—
ENTIRE COMPANY AND STATE OF FLORIDA

NAME OF ACCOUNT	THE PULLMAN COMPANY	
	Entire Company	State of Florida
OPERATING REVENUES		
Standard sleeping car berth revenue.....	\$ 89,980,838	\$ 2,241,017
Tourist Sleeping car berth revenue.....	3,236,727	32,769
Other car berth revenue.....	1,581	
Standard sleeping car seat revenue.....	1,740,260	27,017
Tourist sleeping car seat revenue.....	3,682	
Parlor car seat revenue.....	2,067,774	
Composite car seat revenue.....	4,249	
Charter of: Standard sleeping cars—Per diem rates.....	711,979	4,891
Standard sleeping cars—Berth rates.....	1,452,820	
Tourist sleeping cars—Per diem rates.....	261,795	85
Tourist sleeping cars—Berth rates.....		
Private cars—Per diem rates.....	3,253	120
Other cars—berth or seat rates.....	3,884	
Other cars to other than carriers—Per diem rates.....		
Other cars to carriers—Other rates.....	80	
Miscellaneous revenue.....	261,952	5,591
Car mileage revenue.....	5,566,231	3,456
Contract revenue—Debit.....	3,346,274	38,189
Total revenues.....	\$ 101,950,831	\$ 2,281,758
OPERATING EXPENSES		
Maintenance.....	\$ 36,238,370	\$ 791,739
Conducting car operations.....	50,573,336	1,095,770
General expenses.....	5,191,199	112,901
Total operating expenses.....	\$ 92,002,905	\$ 2,000,410

STATISTICS OF SLEEPING CAR COMPANIES—CALENDAR YEAR 1949
OPERATING AND STATISTICAL STATEMENT—ENTIRE COMPANY

KIND OF CAR	NUMBER OF PASSENGERS			Number Non-revenue Passengers	Car Miles	Car Days	Average Revenue per Passenger	
	Berths	Seats	Total				Berth	Seat
CONTRACT OPERATIONS								
Standard sleeping cars.....	12,540,252	1,196,400	13,736,652	229,754	779,880,076	1,308,160	\$ 7.18	\$ 1.45
Tourist sleeping cars.....	652,851	2,659	655,510	10,964	41,935,462	68,760	4.96	1.38
Parlor cars.....		1,625,503	1,625,503	27,187	19,371,635	51,392		1.27
Composite cars.....		3,981	3,981	67	1,010,331	1,435		1.07
Miscellaneous cars.....					10,537	18		
Total contract operations.....	13,193,103	2,828,543	16,021,646	267,972	842,208,041	1,429,765	7.07	1.35
STATISTICS								
Total			STATISTICS			Dollars	Cents	Mills
Average number of car-miles per car-day.....	589.05		Sleeping car operations—Revenue.....			\$ 101,950,831	.12	
Average number of car-miles per mile of trackage operated over.....	7,828.16		Revenues per car-mile.....				.12	105
Average capacity per car (passenger):			Revenues per car-day.....			71	.30	601
Standard sleeping cars—Berths.....	23.68		Sleeping car operations—Expenses.....			92,002,905	.33	
Tourist sleeping cars—Berths.....	30.85		Expenses per car-mile.....				.10	924
Parlor cars—Seats.....	34.85		Expenses per car-day.....			64	.34	827
Composite cars—Seats.....	25.12		Net revenue (or deficit)—Page 23.....			9,947,925	.79	
Average weight per car equipped for service—Pounds:			Net revenue (or deficit) per car-mile.....				.01	181
Steel cars.....	168,315		Net revenue (or deficit) per car-day.....			6	.95	773
Other than steel cars.....	171,200		Passenger miles.....			10,543,975,538		
New type light weight cars.....	134,000		Revenue per passenger mile.....			\$.00920		

Boat Line Operations

STATISTICS OF BOAT LINE OPERATIONS—CALENDAR YEAR 1949
GENERAL BALANCE SHEET AT DECEMBER 31, 1949

ASSETS	Kinsie Brothers Steamer Line	St. Johns River Line Company
Cash.....	\$ 6,589	\$ 5,974
Special cash deposits.....		425
Accounts receivable.....	6,529	191,980
Materials and supplies.....	828	
Other investments.....	7,763	112,588
Floating equipment.....	49,318	2,568
Terminal property and equipment.....	22,503	
Depreciation reserve—Transportation property.....	17,887*	1,150*
Land and land rights.....	20,772	1,080
Non-carrier physical property.....	66,461	
Depreciation reserve—Non-carrier physical property.....	32,826*	
Prepayments.....		1,205
Other deferred debits.....		1,000
Total assets.....	\$ 130,050	\$ 315,030
LIABILITIES		
Notes payable.....	\$ 4,000	\$
Accounts payable.....	3,507	7,701
Accrued taxes.....		
Capital stock.....		25,378
Premiums and assessments on capital stock.....		84,879
Proprietorial capital.....	122,543	
Earned surplus—Unappropriated.....		197,672
Total liabilities.....	\$ 130,050	\$ 315,030

* Denotes credit item.

STATISTICS OF BOAT LINE OPERATIONS—CALENDAR YEAR 1949
EARNED SURPLUS—UNAPPROPRIATED—ENTIRE COMPANY

ITEM	Kinsie Brothers Steamer Line	St. Johns River Line Company
Earned surplus at beginning of year.....	\$ 101,705	\$ 193,092
Net income balance.....	20,838	4,580
Credits from transportation property retired.....		
Miscellaneous credits.....		
Total credits.....	\$ 122,543	\$ 197,672
Net income balance.....	\$	\$
Miscellaneous debits.....		
Earned surplus credit.....	122,543	197,672
Total.....	\$ 122,543	\$ 197,672

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1949
INCOME ACCOUNT—ENTIRE COMPANY

I T E M	Kinzie Brothers Steamer Line	St. Johns River Line Company
WATER-LINE OPERATING INCOME		
Water-line operating revenues.....	\$ 54,506	\$ 2,755
Water-line operating expenses.....	34,026	29,794
Net revenue from water-line operations.....	\$ 20,480	\$ 27,039*
Water-line tax accruals.....	4,442	1,817
Net revenue less taxes from water-line operations.....	\$ 16,038	\$ 28,856*
OTHER INCOME		
Income from non-carrier operations.....	\$ 43,627	\$ 30,997
Interest income.....	85	2,720
Miscellaneous income.....	515	.....
Total other income.....	\$ 44,227	\$ 33,717
Total income.....	\$ 60,265	\$ 4,861
MISCELLANEOUS DEDUCTIONS FROM INCOME		
Expenses of non-carrier operations.....	\$ 37,925	\$
Uncollectible accounts.....	459	.....
Miscellaneous income charges.....	1,043	.....
Total income deductions.....	\$ 39,427	\$
Net income before fixed charges.....	\$ 20,838	\$ 4,861
Fixed charges.....	\$	\$ 281
Net income before provision for income taxes.....	\$ 20,838	\$ 4,580
Income taxes.....	.....	.....
Net income transferred to surplus.....	\$ 20,838	\$ 4,580

* Denotes contra item or loss.

STATISTICS OF BOAT LINE COMPANIES—CALENDAR YEAR 1949
WATER TRANSPORTATION COMPANIES OPERATING WITHIN THE STATE OF FLORIDA

NAME OF COMPANY AND BUSINESS ADDRESS	TERRITORY IN GENERAL
Kinzie Brothers Steamer Line, P.O. Box 189 Fort Myers, Florida	Average six round trips daily between Punta Rassa, Florida, and Sanibel, Florida, April 16 to December 31, and eighteen round trips daily from January 1 to April 15.
St. Johns River Line Company 10 South Newman Street Jacksonville, Florida	Inactive pending resumption of coastwise trade.

Telegraph-Cable Companies

STATISTICS OF TELEGRAPH-CABLE COMPANIES—**CALENDAR YEAR 1949****GENERAL BALANCE SHEET AT DECEMBER 31, 1949**

ASSETS		Western Union Telegraph Company
Total communication plant.....	\$	188,263,107
Total investment and funds.....		17,626,935
Total current assets.....		55,680,072
Prepayments.....		664,775
Deferred charges.....		10,267,738
Total assets.....	\$	272,682,627
LIABILITIES		
Long-term debt.....	\$	77,260,615
Current liabilities.....		31,744,837
Provisions for future settlements.....		11,913,254
Deferred credits.....		1,321,624
Capital stock.....		104,835,552
Capital surplus.....		1,163,350
Unappropriated earned surplus.....		44,443,395
Total liabilities.....	\$	272,682,627

STATISTICS OF TELEGRAPH-CABLE COMPANIES—**CALENDAR YEAR 1949****EARNED SURPLUS ACCOUNT—ENTIRE COMPANY**

ITEM	Western Union Telegraph Company
Unappropriated earned surplus at beginning of year.....	\$ 46,941,876
Total credits.....	\$ 46,941,876
Balance transferred from income accounts.....	\$ 2,498,481
Unappropriated earned surplus balance at close of year.....	44,443,395
Total debits.....	\$ 46,941,876

**STATISTICS OF TELEGRAPH-CABLE COMPANIES—
CALENDAR YEAR 1949
INCOME ACCOUNT—ENTIRE COMPANY**

I T E M	Western Union Telegraph Company
Telegraph and cable operating revenue	\$ 179,601,387
OPERATING REVENUE DEDUCTIONS	
Operating expenses	\$ 159,485,064
Depreciation	11,087,164
Amortization—Intangible operated plant	429,565
Extraordinary plant losses	2,700,000
Social Security taxes—operating	2,467,043
Other taxes—operating	2,660,827
Uncollectible revenues	319,195
Telephone and radio telegraph operating revenue deductions	22,712
Total operating revenue deductions	\$ 180,171,570
Net operating revenues	\$ 570,183*
ORDINARY INCOME—NON-COMMUNICATION	
Income from merchandizing, jobbing, and contracting	\$ 59,006
Dividend income	393,340
Interest income	258,396
Income from debt redemption and other funds	348,525
Gain or loss on foreign currency exchange	239,028
Other non-communication income	17,841
Total ordinary income non-communication	\$ 1,316,136
Gross ordinary income	\$ 745,953
DEDUCTIONS FROM ORDINARY INCOME	
Rent for lease of operated plant	\$ 1,705,749
Interest on long-term debt	3,248,993
Interest charged to construction—Cr.	145,764*
Other interest charges	47,877
Miscellaneous taxes	15,032
Other deductions from ordinary income	333,080
Total deductions from ordinary income	\$ 5,204,967
Net ordinary income	\$ 4,459,014*
EXTRAORDINARY INCOME	
Extraordinary current income credits	\$ 1,189,598
Delayed income credits	2,270,211
Extraordinary current income charges	164,145
Delayed income charges	1,299,132
Total extraordinary income—Cr.	\$ 1,996,533
Net income accounted for during year	\$ 2,462,481*
Income taxes	31,000
Income balance transferred to earned surplus	\$ 2,498,481*

* Denotes contra item or loss.

STATISTICS OF TELEGRAPH-CABLE COMPANIES—CALENDAR YEAR 1949
OPERATING REVENUES AND EXPENSES—ENTIRE COMPANY AND STATE OF FLORIDA

ITEM	WESTERN UNION TELEGRAPH COMPANY			
	Entire Company	STATE OF FLORIDA		
		Intrastate	Interstate	Total
OPERATING REVENUES				
Total wire-telegraph transmission revenue.....	\$ 151,739,825	\$ 872,433	\$ 3,708,235	\$ 4,580,668
Total ocean-cable transmission revenue.....	7,151,675			
Terminal commission revenue.....	11,259			
Wire-telegraph non-transmission revenue.....	19,642,334	211,383	217,834	429,217
Ocean cable non-transmission revenue.....	1,056,304			
Total operating revenue.....	\$ 179,601,387	\$ 3,026,069	\$ 1,083,816	\$ 5,009,885
OPERATING EXPENSES				
Maintenance expenses.....	\$ 24,891,730	\$	\$	\$ 662,566
Conducting operations expenses.....	126,495,121			3,571,217
General expenses.....	5,293,557			445,639
Administrative expenses.....	2,804,656			
Total operating expenses.....	\$ 159,485,064	\$	\$	\$ 4,679,422
Ratio of operating expenses to revenue.....	88.80%			93.40%

Telephone Companies

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1949

NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBERS' STATIONS IN OPERATION—
ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P.B.X. and Intercom.	Total
Callahan Telephone Co.	Callahan, Fla.	Callahan	68	93	7			168
		Hilliard	24	52	1			77
Cottondale Telephone Co.	Cottondale, Fla.	Cottondale	87		3			90
Florida Telephone Corp.	Ocala, Fla.	Alachua	99	8	7			114
		Apopka	285	149	64		50	548
		Branford	81	2	6			89
		Bushnell	118	50	18			186
		Clermont	271	57	48		7	383
		Crescent City	187	46	11			244
		Crystal River	71	28	8		43	150
		Dade City	636	209	87		92	1,024
		Eustis	721	196	125		15	1,057
		Groveland	68	8	17			93
		Hastings	133	77	25			235
		High Springs	312	2	21	3		338
		Inverness	199	37	13			249
		Jasper	229	4	20			253
		Kissimmee	548	72	74		40	734
		Lake Butler	80		3	1		84
		Leesburg	1,283	513	345		22	2,163
		Live Oak	835	28	100		120	1,083
		Mayo	78		3			81
		Mount Dora	454	186	77	5	126	848
		Ocala	2,350	771	568		340	4,029
		St. Cloud	163	9	11	3		186
		Tavares	224	78	64		8	374
		Umatilla	183	35	27			245
		White Springs	52		4			56
		Wildwood	134	59	19			212
		Williston	190	17	14			221
		Winter Garden	638	273	128			1,039
Gulf Telephone Co.	Perry, Fla.	Perry	537	70	60		65	732
Inter County Telephone & Telegraph Co.	Fort Myers, Fla.	Arcadia	769	98	121		164	1,152
		Avon Park	613	61	95		246	1,015
		Boca Grande	131		41		329	501
		Bowling Green	40	12	2			54
		Clewiston	464		54		139	657

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1949
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBERS' STATIONS IN OPERATION—
ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P.B.X. and Intercom.	Total
		Everglades.....	85		44		6	135
		Fort Meade.....	337		21			358
		Fort Myers.....	2,447	17		491	543	3,498
		Fort Myers Beach.....	144		17			161
		LaBelle.....	84	8	13			105
		Lake Placid.....	95		18		28	141
		Moore Haven.....	68	5	4			77
		Naples.....	257	35	66		202	560
		Okeechobee.....	301	18	38		50	407
		Punta Gorda.....	409	65	42		132	648
		Sebring.....	969		164	2	438	1,573
		Wauchula.....	661		75			736
Jarrett Communication Co.....	Zephyrhills, Fla.....	Zephyrhills.....	103	33	10			146
Macleenny Telephone Co.....	Macleenny, Fla.....	Macleenny.....	123	17	3			143
Malone Telephone Co.....	Donaldsonville, Ga.....	Malone.....	51	5				56
Mayport Telephone Co., Inc.....	205 Graham Building, Jacksonville, Fla.....	Mayport.....	82		5			87
McIntosh Telephone Co.....	McIntosh, Fla.....	McIntosh.....	227		17			244
Molino Telephone Co., Inc.....	Molino, Fla.....	Molino.....	27					27
Orange City Telephone Co.....	Orange City, Fla.....	Orange City.....	123	23	4			150
Peninsular Telephone Co.....	Tampa, Fla.....	Auburndale.....	446	76	72		69	653
		Bartow.....	1,645	202	440		92	2,469
		Bradenton.....	4,316	612	691		505	6,124
		Clearwater.....	5,611	1,362	1,070		1,616	9,659
		Frostproof.....	355	69	51		20	495
		Haines City.....	585	337	181		42	1,145
		Lakeland.....	7,265	828	1,105		616	9,814
		Lake Wales.....	1,178	495	415		226	2,314
		Mulberry.....	349	95	50		1	495
		New Port Richey.....	512	17	27		43	599
		Plant City.....	1,315	794	275		141	2,525
		Runkin.....	76	41	22		7	146
		St. Petersburg.....	19,289	5,295	3,469		6,307	34,360
		Sarasota.....	4,674	1,565	1,124		644	8,007
		Tampa.....	34,533	6,317	7,084		4,240	52,774
		Tarpon Springs.....	914	140	136		63	1,253
		Venice.....	459	124	80			663

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1949
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBERS' STATIONS IN OPERATION—
ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P.B.X. and Interroom.	Total
Quincy Telephone Co., Inc.	Quincy, Fla.	Winter Haven.....	2,945	507	677		269	4,398
		Quincy.....	1,051	175	244		11	1,481
St. Joseph Telephone & Telegraph Co.	Port St. Joe, Fla.	Greensboro.....	47	13	3			63
		Apalachicola.....	350		32			382
		Blountstown.....	311		30			341
		Carrabelle.....	47		3			50
		Chattahoochee.....	393		26			419
		Port St. Joe.....	474		41		12	529
		Wewahitchka.....	91		3			94
Sneads Telephone Co.	Sneads, Fla.	Sneads.....	95	36	6			137
Southeastern Telephone Co.	Tallahassee, Fla.	Bonifay.....	198	5	10			213
		Crawfordville.....	31	15	8			54
		Crestview.....	421	24	47			492
		DeFuniak Springs.....	430	43	52		8	533
		Fort Walton.....	248	18	29			295
		Greenville.....	51	2	4			57
		Madison.....	351	8	52	10		422
		Monticello.....	379	50	51		8	488
		Shalimar.....	129	1	2			132
		St. Marks.....	36	13	3			52
		Tallahassee.....	6,041	119	1,204		1,590	8,954
Southern Bell Telephone Co.	Hurt Building, Atlanta, Ga.	Valparaiso.....	141	35	11		4	191
		Archer.....	88	39	15			142
		Baldwin.....	65	9	6			80
		Belle Glade.....	866	24	207		1	1,098
		Boca Raton.....	283		39		590	912
		Boynton Beach.....	273		41			314
		Brooksville.....	570	55	80	3	48	756
		Bunnell.....	106	44	16			166
		Cantonment.....	105		4		138	247
		Cedar Keys.....	54		6			60
		Chipley.....	619	234	67			920
		Cocoa.....	1,178	99	210		67	1,554
		Cross City.....	176	16	9			201
		Daytona Beach.....	7,985	61	1,594	4	2,467	12,111
		DeLand.....	2,304	112	449	4	212	3,081
		Delray Beach.....	1,432	12	303		387	2,134

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1949
NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBERS' STATIONS IN OPERATION—
ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P.B.X. and Intercom.	Total
		Dunnellon.....	178	17	19			214
		Eau Gallie.....	192	19	21		66	298
		Eglin Field.....						
		Fernandina.....	1,050	39	110		129	1,328
		Fort Lauderdale.....	9,061	28	1,753		1,673	12,515
		Fort Pierce.....	2,113	184	455		304	3,056
		Gainesville.....	4,594	24	1,032	3	934	6,587
		Geneva.....	46		3			49
		Graceville.....	280	27	39		7	353
		Green Cove Springs..	421	26	63		200	710
		Havana.....	263	22	40			325
		Hawthorne.....	94	9	10			113
		Hobe Sound.....	169		121		147	437
		Hollywood.....	4,327	98	652		1,547	6,624
		Homestead.....	1,254	330	234			1,818
		Jacksonville.....	50,296	609	9,653	4	9,030	69,592
		Jacksonville Beach..	2,090		302		105	2,497
		Jay.....	114	101	6			221
		Keystone Heights...	81		10		13	104
		Key West.....	2,841		432		955	4,228
		Lake City.....	1,510	122	247	21	179	2,079
		Lake Park.....	193		23		13	229
		Lake Worth.....	2,264	16	279		230	2,789
		Lynn Haven.....	156		10			166
		Mandarin.....	235	56	40			331
		Marianna Air Base*..						
		Melbourne.....	915	197	149		91	1,352
		Miami.....	103,443	4	20,072		50,709	174,228
		Micanopy.....	39	33	4			76
		Milton.....	525	51	43	4	163	786
		Newberry.....	78					78
		New Smyrna.....	1,144	43	152		80	1,419
		North Dade.....	880	85	152		163	1,260
		Orange Park.....	198	34	46			278
		Orlando.....	15,687	555	3,419		2,530	22,191
		Oviedo.....	170	10	30		9	219
		Pahokee.....	604		119		4	727

STATISTICS OF TELEPHONE COMPANIES—CALENDER YEAR 1949

NAME OF COMPANY, BUSINESS ADDRESS, EXCHANGES AND SUBSCRIBERS' STATIONS IN OPERATION—
ALL COMPANIES

NAME OF COMPANY	BUSINESS ADDRESS	EXCHANGES	Exchange	Rural	Extension	Farmer	P.B.X. and Intercom.	Total
		Palatka	1,655	245	307		141	2,348
		Panama City	4,322	207	692		407	5,628
		Panama City Beach ..	183		22		105	310
		Pensacola	12,706	484	2,140		1,256	16,586
		Perrine	259	77	35		23	394
		Pierson	154	86	21			261
		Pomona Park	61	53	11			125
		Pompano Beach	700		89		261	1,050
		Ponte Vedra	140	32	76		276	524
		St. Augustine	3,531	64	662	21	860	5,138
		Sanford	2,547	151	442		259	3,399
		Sebastian	89	89	19			197
		Stuart	642	74	113		121	950
		Titusville	448	17	67		11	543
		Trenton	126	58	11			195
		Vero Beach	1,094	45	209		267	1,615
		West Palm Beach	12,857	51	4,107		5,801	22,816
Starke Telephone Co.	Starke, Fla.	Starke	313	14	25	5	10	367
West Florida Telephone & Telegraph Co.	Marianna, Fla.	Marianna	942	66	167		155	1,330
Winter Park Telephone Co.	Winter Park, Fla.	Winter Park	3,172		468		347	3,987
Total			387,260	28,306	74,731	584	103,221	594,102

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1949

GENERAL BALANCE SHEET—CLASS "A" AND "B" COMPANIES AT DECEMBER 31, 1949

NAME OF COMPANY	ASSETS							
	Telephone Plant	Investments in Affiliated Companies	Other Investments	Miscellaneous Physical Property	Sinking Funds	Current Assets	Prepaid Accounts and Deferred Charges	Total
Florida Telephone Corporation	\$ 4,030,853	\$	\$	\$ 77,418	\$	\$ 418,417	\$ 10,045	\$ 4,536,733
Gulf Telephone Co.	82,279	.....	.....	.....	.....	2,716	.....	84,995
Inter County Telephone & Telegraph Co.	3,943,407	.....	.....	.....	.....	542,272	38,555	4,524,234
Peninsular Telephone Co.	24,679,272	.....	30,610	835	380	3,619,329	330,328	28,660,754
Quincy Telephone Co., Inc.	207,088	.....	.....	.....	.....	18,847	1,853	227,788
St. Joseph Telephone & Telegraph Co.	452,887	.....	.....	13,438	.....	65,656	2,274	534,255
Southeastern Telephone Co.	4,767,207	.....	.....	.....	.....	1,006,858	96,453	5,870,518
Southern Bell Telephone & Telegraph Co.	783,106,119	.....	4,294,469	141,832	.....	50,555,240	3,468,452	841,566,112
West Florida Telephone & Telegraph Co.	125,588	.....	250	.....	.....	3,257	180	129,275
Winter Park Telephone Co.	899,969	13,500	.....	.....	.....	76,576	48,657	1,038,702
Total	\$ 822,294,669	\$ 13,500	\$ 4,325,329	\$ 233,523	\$ 380	\$56,309,168	\$ 3,996,797	\$ 887,173,366

NAME OF COMPANY	LIABILITIES							
	Stock	Long-Term Debt	Current Liabilities	Accrued Liabilities Not Due	Deferred Credits and Reserves	Surplus Reserve	Unap-propriated Surplus	Total
Florida Telephone Corporation	\$ 1,118,363	\$ 2,119,653	\$ 196,072	\$ 133,084	\$ 607,939	\$	\$ 36,622	\$ 4,536,733
Gulf Telephone Co.	15,000	.....	35,901	.....	32,510	.....	1,584	84,995
Inter County Telephone & Telegraph Co.	971,250	1,831,000	408,652	112,497	1,070,106	.....	130,729	4,524,234
Peninsular Telephone Co.	11,498,350	4,626,000	905,642	1,219,844	1,994,399	.....	3,416,519	28,660,754
Quincy Telephone Co., Inc.	100,000	.....	37,387	3,393	43,488	.....	43,520	227,788
St. Joseph Telephone & Telegraph Co.	50,000	.....	116,898	7,726	174,823	.....	184,808	534,255
Southeastern Telephone Co.	1,783,293	1,421,000	1,726,346	88,032	575,149	.....	276,698	5,870,518
Southern Bell Telephone & Telegraph Co.	43,500,000	180,000,000	35,232,443	20,484,464	160,370,226	.....	10,478,979	841,566,112
West Florida Telephone & Telegraph Co.	20,000	.....	24,735	4,736	37,814	.....	41,990	129,275
Winter Park Telephone Co., Inc.	262,900	426,000	175,126	17,184	108,518	.....	48,974	1,038,702
Total	\$ 450,819,156	\$190,423,653	\$38,859,202	\$22,070,960	\$170,014,972	\$	\$14,985,423	\$ 887,173,366

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1949
INCOME ACCOUNT—CLASS "A" AND "B" COMPANIES—ENTIRE COMPANY

NAME OF COMPANY	Telephone Operating Revenues	Telephone Operating Expenses	Net Telephone Operating Revenues	Operating Taxes	Net Operating Income
Florida Telephone Corporation.....	\$ 1,222,015	\$ 852,615	\$ 369,400	\$ 144,719	\$ 224,681
Gulf Telephone Co.....	28,572	28,162	410	2,144	1,734*
Inter County Telephone & Telegraph Co.....	846,287	571,146	275,141	112,817	162,324
Peninsular Telephone Co.....	8,255,956	5,305,094	2,950,862	1,372,842	1,578,020
Quincy Telephone Co., Inc.....	85,561	70,155	15,406	5,631	9,775
St. Joseph Telephone & Telegraph Co.....	158,471	127,210	31,261	12,184	19,077
Southeastern Telephone Co.....	1,238,828	908,765	330,063	125,426	204,637
Southern Bell Telephone & Telegraph Co.....	249,657,446	190,476,275	59,181,171	31,319,076	27,862,095
West Florida Telephone & Telegraph Co.....	70,741	54,350	16,391	6,378	10,013
Winter Park Telephone Co., Inc.....	215,414	147,913	67,501	24,643	42,858
Total.....	\$ 261,779,291	\$ 198,541,685	\$ 63,237,606	\$ 33,125,800	\$ 30,111,746

NAME OF COMPANY	Other Income	Miscellaneous Deductions from Income	Income Available for Fixed Charges	Fixed Charges	Net Income	Income Balance
Florida Telephone Corporation.....	\$ 2,617	\$ 3,690	\$ 223,607	\$ 75,082	\$ 148,525	\$ 148,525
Gulf Telephone Co.....				1,932	3,666*	3,666*
Inter County Telephone & Telegraph Co.....	4,050		166,374	49,831	116,543	116,543
Peninsular Telephone Co.....	12,308	33,900	1,556,428	149,997	1,406,431	1,406,431
Quincy Telephone Co., Inc.....	411		10,186	1,323	8,863	8,863
St. Joseph Telephone & Telegraph Co.....	606*	554	17,917	1,326	16,591	16,591
Southeastern Telephone Co.....	12,069	144	216,562	96,765	119,797	119,797
Southern Bell Telephone & Telegraph Co.....	995,550	654,357	28,203,288	5,426,391	22,776,897	22,776,897
West Florida Telephone & Telegraph Co.....			10,013	868	9,145	9,145
Winter Park Telephone Co., Inc.....	2,748		45,606	16,415	29,191	29,191
Total.....	\$ 1,029,147	\$ 692,646	\$ 30,448,247	\$ 5,819,930	\$ 24,628,317	\$ 24,628,317

* Denotes contra item or loss.

STATISTICS OF TELEPHONE COMPANIES—CALENDAR YEAR 1949

INCOME ACCOUNT—CLASS "D" COMPANIES

NAME OF COMPANY	Total Operating Revenue	Total Operating Expenses	Taxes	Miscellaneous Income	Interest and Miscellaneous Deductions	Net Income
Callahan Telephone & Telegraph Co.	\$ 13,555	\$ 12,286	\$	\$	\$	\$ 1,269
Cottondale Telephone Co.	4,842	4,789	99	.....	.....	46*
Jarrett Communication Co.	9,116	8,130	202	.....	.....	784
Macleenny Telephone Co.	9,293	7,950	209	80	528	686
Malone Telephone Co.	2,638	2,530	38	.....	65	5
Mayport Telephone Co., Inc.	14,536	13,549	414	.....	183	390
McIntosh Telephone Co.	10,001	8,401	345	.....	860	395
Molino Telephone Co (A)	1,104	997	35	.....	75	3*
Molino Telephone Co (A)	228	227	6	.....	41	46*
Orange City Telephone Co.	8,533	4,809	967	.....	.....	2,757
Sneads Telephone Co.	6,917	7,771	113	.....	.....	967*
Starke Telephone Co.	13,872	14,791	731	.....	.....	1,650*
Total.	\$ 94,635	\$ 86,230	\$ 3,159	\$ 80	\$ 1,752	\$ 3,574

* Indicate net loss.

(A) Ownership changed Oct. 24, 1949.

Auto Transportation Companies

**AUTO TRANSPORTATION COMPANIES AND INDIVIDUALS
OPERATING LESS THAN FULL CALENDAR YEAR 1949
AND NEW OPERATIONS**

NAME OF COMPANY OR INDIVIDUAL	FROM	To
Miami Beach Air Lines Coaches.....	April 11, 1949	Dec. 31, 1949
Sanford Transit Lines.....	February 4, 1949	December 31, 1949

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949

GENERAL BALANCE SHEET—ENTIRE COMPANY—AT DECEMBER 31, 1949

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY	ASSETS							
	Plant and Equipment	Investments	Reacquired Securities	Special Deposits	Current Assets	Prepayments	Deferred Charges	Grand Total
BUS OPERATIONS—COMMON CARRIER								
Airfield Bus Lines, Inc.	\$ 128,299	\$.	\$.	\$ 450	\$ 36,871	\$ 972	\$.	\$ 166,592
Coast Cities Coaches, Inc.	166,044	.	.	.	12,827	5,942	.	184,613
Davis Transit Co.	4,370	.	.	.	.	.	.	4,370
Florida Transportation Co., Inc.	50,474	.	.	.	830	.	.	51,304
Fort George Transit, Inc.	9,781	.	.	.	125	237	.	10,143
Fort Lauderdale Transit Lines, Inc.	48,349	.	.	.	8,580	2,314	1,217	60,460
Fort Myers Transit Lines, Inc.	29,316	12,726	.	135	11,321	.	.	53,498
Gulf Coast Motor Line, Inc.	183,134	710	.	180	11,816	4,413	.	200,253
Hillsborough Bus System, Inc.	49,017	.	.	.	2,853	2,467	.	54,337
Hollywood Bus Line, Inc.	39,726	.	.	.	7,091	600	4,258	51,675
Keys Transit Co.	14,338	.	.	.	.	.	.	14,238
Lee's Coach Lines	54,015	19,225	.	40	58,579	.	.	131,859
Melbourne Bus Line	11,857	2,288	.	500	82	1,170	.	15,897
Miami Beach Air Lines Coaches	20,460	.	.	1,000	3,339	.	.	24,799
The Miami Transit Co.	809,887	1,687,798	.	95,350	222,601	32,931	.	2,848,567
Milton Coach Line	5,544	.	.	.	3	.	.	5,547
Ocala Transit Co., Inc.	30,642	.	.	.	1,447	.	.	32,089
Orlando Transit Co.	35,004	331,837	.	565	22,632	5,116	.	395,154
Panama City Transit Co., Inc.	125,366	100,558	.	510	50,907	1,097	.	278,438
Pass-a-Grille Beach Bus Line	114,167	.	.	.	46,165	4,646	.	164,978
Peninsula Transit Co., Inc.	174	.	.	.	.	.	.	174
Perry Bus Co.	8,120	.	.	.	2,095	.	.	10,215
Riley Bus Lines	82,181	3,362	.	.	30,908	.	.	116,451
Sanford Transit Lines	493	.	.	.	3,837	.	.	4,330
Southern Tours, Inc.	28,885	.	.	.	948	822	.	30,655
Suburban Coaches, Inc.	795	.	.	.	2,233	.	3,242	6,270
Sunrise Transit, Inc.	49,197	.	.	.	2,169	220	.	51,586
Tam-Beach Coach Line	4,708	.	.	15	63	.	.	4,786
J. M. & J. O. Thompson	2,500	.	.	.	.	.	.	2,500
Volusia Coach Co.	12,725	.	.	.	162	.	.	12,887
Weaver Coach Line	1,912	.	.	.	.	55	.	1,967
Total Bus Operations—Common Carrier	\$ 2,121,380	\$2,158,504	\$.	\$ 98,745	\$ 540,484	\$ 62,802	\$ 8,717	\$ 4,990,632
COMBINATION BUS & TRUCK OPERATION								
McJunkin Truck and Bus Line	\$ 94,829	\$.	\$.	\$.	\$ 1,780*	\$ 969	\$.	\$ 94,018

* Denotes red figure or deficit.

STATEMENTS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949
GENERAL BALANCE SHEET—ENTIRE COMPANY—AT DECEMBER 31, 1949
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY	LIABILITIES								
	Corporate Capital Liabilities	Non- Corporate Proprietor- ship	Funded Debt	Current Liabilities	Accrued Liabilities	Deferred Credits	Reserve Accounts	Corporate Surplus	Grand Total
BUS OPERATIONS—COMMON CARRIER									
Airfield Bus Lines, Inc.	\$ 25,000	\$.	\$.	\$ 1,300	\$ 690	\$.	\$ 63,291	\$ 76,311	\$ 166,592
Coast Cities Coaches, Inc.	120,000	.	.	177,278	3,518	.	28,738	144,921*	184,613
Davis Transit Co.	.	2,150	.	.	.	.	2,220	.	4,370
Florida Transportation Co., Inc.	6,076	.	.	6,176	747	.	22,835	15,470	51,304
Fort George Transit, Inc.	4,450	.	444	5,995	97	.	3,362	4,205*	10,143
Fort Lauderdale Transit Lines, Inc.	22,000	.	22,942	21,048	2,129	.	15,258	22,917*	60,460
Fort Myers Transit Lines, Inc.	25,000	.	4,124	129	.	.	24,800	555*	53,498
Gulf Coast Motor Line, Inc.	121,090	.	29,440	11,220	938	.	22,868	14,697	200,253
Hillsborough Bus System, Inc.	10,000	.	.	25,372	133	.	35,656	16,824*	54,337
Hollywood Bus Lines, Inc.	32,000	.	.	500	504	390	22,644	4,363*	51,675
Keys Transit Co.	7,469	.	.	.	.	.	6,769	.	14,238
Lee's Coast Lines	.	109,302	.	.	56	.	22,501	.	131,859
Melbourne Bus Lines	.	620	.	4,725	7,084	.	10,552	.	15,897
Miami Beach Air Lines Coaches	.	6,600	2,622	.	4,985	.	3,508	.	24,799
The Miami Transit Co.	682,435	.	445,611	436,691	197,330	44,963	1,628,803	587,266*	2,848,567
Milton Coach Line	.	144*	.	1,234	.	.	4,457	.	5,547
Ocala Transit Co., Inc.	8,253	.	.	7,903	.	.	16,165	232*	32,089
Orlando Transit Co.	14,503	.	100,000	36,664	12,639	.	153,546	47,802	395,154
Panama City Transit Co., Inc.	3,000	.	7,808	32,729	3,740	.	56,956	174,207	278,438
Pass-a-Grille Beach Bus Line	.	.	57,000	2,067	.	.	45,012	60,909	164,978
Peninsula Transit Co., Inc.	2,346	.	.	1,584	.	.	.	3,756*	174
Perry Bus Co.	.	1,453*	.	3,581	4	.	8,083	.	10,215
Riley Bus Lines	.	68,105	.	250	.	.	48,096	.	116,451
Sanford Transit Lines	.	2,115	.	2,151	.	.	64	.	4,330
Southern Tours, Inc.	16,800	.	4,000	731	20	.	12,082	2,975*	30,655
Suburban Coaches, Inc.	500	.	.	7,169	91	.	248	1,738*	6,270
Sunrise Transit, Inc.	600	.	13,701	38,234	490	.	11,564	13,003*	51,586
Tam-Beach Coach Line	.	12,049*	.	13,615	.	.	3,220	.	4,786
J. M. & J. O. Thompson	500	.	.	.	.	.	2,000	.	2,500
Volusia Coach Co.	5,000	.	.	3,035	83	.	5,853	1,114*	12,887
Weaver Coach Line	.	1,166	.	.	25	.	776	.	1,967
Total Bus Operations— Common Carrier	\$ 1,106,522	\$ 176,912	\$ 687,690	\$ 848,455	\$ 228,219	\$ 45,353	\$ 2,311,957	\$ 414,476*	\$ 4,990,632
COMBINATION BUS & TRUCK OPERATION									
McJunkin Truck & Bus Line	\$.	\$ 23,506	\$ 2,376	\$ 10,607	\$ 881	\$.	\$ 56,648	\$.	\$ 94,018

* Denotes red figure or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949

PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY	Balance at Beginning of Year	Transferred from Income Account	Miscellaneous Credits	Miscellaneous Debits to P. & L. Account	Balance at Close of Period
BUS OPERATIONS—COMMON CARRIER					
Airfield Bus Lines, Inc.	\$ 76,503	\$ 1,072*	\$ 879	\$.	\$ 76,310
Coast Cities Coaches, Inc.	88,351*	56,569*			144,920*
Davie Transit Co.		764*		764*	
Florida Transportation Co., Inc.	24,061	80		8,671	15,470
Fort George Transit, Inc.	1,062*	3,143*			4,205*
Fort Lauderdale Transit Lines, Inc.	1,130*	21,786*			22,916*
Fort Myers Transit Lines, Inc.	3,701*	3,147			554*
Gulf Coast Motor Lines, Inc.	12,041	2,610	47		14,698
Hillsborough Bus System, Inc.	8,263*	8,561*			16,824*
Hollywood Bus Lines, Inc.	14*	4,349*			4,363*
Keys Transit Co.		10,765*		10,765*	
Lee's Coach Lines		2,716*		2,716*	
Melbourne Bus Line		2,588*		2,588*	
Miami Beach Air Line Coaches		4,627*		4,627*	
The Miami Transit Co.	579,948*	20,194*	72,272	59,396	587,266*
Milton Coach Lines		1,176*		1,176*	
Ocala Transit Co., Inc.		232*			232*
Orlando Transit Co.	69,861	1,014*	458	21,503	47,802
Panama City Transit Co., Inc.	167,656	4,296	7,492	5,237	174,207
Pass-a-Grille Beach Bus Line	60,677	232			60,909
Peninsula Transit Co., Inc.	2,797*	959*			3,756*
Perry Bus Co.		891*		891*	
Riley Bus Lines		2,616*	755*		
Sanford Transit Lines		855*		855*	
Southern Tours, Inc.	43,242*	659*	40,923		2,978*
Suburban Coaches, Inc.	821*	1,457*			1,738*
Sunrise Transit, Inc.	5,543*	7,459*			13,002*
Tam-Beach Coach Line		1,876*		1,876*	
J. M. & J. O. Thompson		12,614*		12,614*	
Volusia Coach Co.		1,114*			1,114*
Weaver Coach Line		922		922	
Total Bus Operations—Common Carrier	\$ 323,533*	\$ 158,769*	\$ 121,316	\$ 53,486	\$ 414,472*
COMBINATION BUS & TRUCK OPERATION					
McJunkin Truck & Bus Line	\$.	\$ 6,014*	\$.	\$ 6,014*	\$.

* Denotes red figure or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949
INCOME ACCOUNT—ENTIRE COMPANY
(Gross revenue less than \$100,000 annually)

NAME OF COMPANY	Auto Operating Revenues	Auto Operating Expenses	Net Revenue from Auto Operations	Net Revenue Affiliated or Auxiliary Operations	Net Operating Revenue	Auto Tax Accruals	Non- Operating Income	Income Deductions	Net Balance Carried to P. & L. Account
BUS OPERATIONS— COMMON CARRIER									
Airfield Bus Lines, Inc.	\$ 166,023	\$ 154,387	\$ 11,636	\$	\$ 11,636	\$ 18,480	\$ 5,772	\$	\$ 1,072*
Coast Cities Coaches, Inc.	283,042	304,655	21,613*	.....	21,613*	31,402	.....	3,554	56,569*
Davie Transit Co.	1,797	2,307	510*	.....	510*	254	.....	.....	764*
Florida Transportation Co., Inc.	33,620	30,676	2,944	.....	2,944	2,281	.....	583	80
Fort George Transit, Inc.	8,832	10,493	1,661*	.....	1,661*	1,223	.....	259	3,143*
Ft. Lauderdale Transit Lines, Inc.	20,821	22,361	1,540*	11,391*	12,931*	1,112	.....	7,743	21,786*
Fort Myers Transit Lines, Inc.	42,106	34,276	7,830	.....	7,830	3,784	547*	352	3,147
Gulf Coast Motor Lines, Inc.	95,742	80,562	15,180	.....	15,180	12,579	2,515	2,506	2,610
Hillsborough Bus System, Inc.	94,191	95,796	1,605*	.....	1,605*	6,956	.....	.....	8,561*
Hollywood Bus Lines, Inc.	63,350	62,838	512	.....	512	4,861	.....	.....	4,349*
Keys Transit Co.	20,784	26,638	5,853*	.....	5,853*	4,912	.....	.....	10,765*
Lee's Coach Lines	28,812	31,502	2,690*	.....	2,690*	1,448	.....	83	2,716*
Melbourne Bus Line	5,418	7,800	2,382*	.....	2,382*	829	1,505	.....	2,588*
Miami Beach Air Lines Coaches	54,616	51,690	2,926	.....	2,926	7,180	623	.....	4,627*
The Miami Transit Co.	50,992	41,722	9,270	.....	9,270	4,546	6,098	31,016	20,194*
Milton Coach Line	3,603	4,098	495*	.....	495*	681	.....	.....	1,176*
Ocala Transit Co., Inc.	53,051	49,101	3,949	.....	3,949	4,223	42	.....	232*
Orlando Transit Co.	54,151	68,240	14,089*	.....	14,089*	7,320	25,375	4,980	1,014*
Panama City Transit Co., Inc.	48,687	43,407	5,280	3,197	8,477	5,122	2,387	1,446	4,296
Pass-a-Grille Beach Bus Line	128,611	116,090	12,521	.....	12,521	11,838	.....	451	232
Peninsula Transit Co., Inc.	4,494	4,994	500*	.....	500*	459	.....	.....	959*
Perry Bus Co.	5,903	5,918	15*	.....	15*	876	.....	.....	891*
Riley Bus Lines	77,342	72,368	4,974	.....	4,974	7,590	.....	.....	2,616*
Sanford Transit Lines	20,553	20,437	115	.....	115	552	.....	418	853*
Southern Tours, Inc.	20,868	19,309	1,559	.....	1,559	2,198	.....	.....	659*
Suburban Coaches, Inc.	13,142	14,536	1,394*	.....	1,394*	63	.....	.....	1,457*
Sunrise Transit, Inc.	52,221	55,589	3,367*	.....	3,367*	3,126	.....	966	7,459*
Tam-Beach Coach Line	1,364	2,877	1,513*	.....	1,513*	363	.....	.....	1,876*
J. M. & J. O. Thompson	3,612	15,149	11,537*	.....	11,537*	1,077	.....	.....	12,614*
Volusia Coach Co.	17,797	17,311	486	.....	486	1,423	.....	177	1,114*
Weaver Coach Line	3,781	2,547	1,234	.....	1,234	312	.....	.....	922
Total Bus Operations— Common Carrier	1,479,326	1,479,674	9,652	\$ 8,194*	1,458	149,070	43,770	54,927	158,769
COMBINATION BUS AND TRUCK OPERATION									
McJunkin Truck & Bus Line...	61,158	54,843	6,315	.....	6,315	5,206	.64	7,187	6,014*

* Denotes red figure or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949
OPERATING REVENUES—ENTIRE COMPANY
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY	Passenger Revenue	Baggage Revenue	Special Chartered for Hire Bus Revenue	U.S. Mail (Bus or Truck)	Express Revenue	Freight Revenue	Total Revenue from Transportation	Miscellaneous Operating Revenue	Total Revenue
BUS OPERATIONS— COMMON CARRIER									
Airfield Bus Line Inc.	\$ 164,274	\$.	\$.	\$.	\$.	\$.	\$ 164,274	\$ 1,749	\$ 166,023
Coast Cities Coaches, Inc.	278,721		2,669				281,390	1,652	283,042
Davie Transit Co.	1,797						1,797		1,797
Florida Transportation Co., Inc.	29,959		1,261				31,220	2,400	33,620
Fort George Transit, Inc.	8,832						8,832		8,832
Ft. Lauderdale Transit Lines, Inc.	20,821						20,821		20,821
Ft. Myers Transit Lines, Inc.	41,293		252		311		41,856	250	42,106
Gulf Coast Motor Lines, Inc.	78,296	10	3,623	1,020	11,293		94,242	1,500	95,742
Hillsborough Bus System, Inc.	94,191						94,191		94,191
Hollywood Bus Lines, Inc.	63,350						63,350		63,350
Keys Transit Co.	16,251		4,153				20,404	380	20,784
Lee's Coach Lines.	28,812						28,812		28,812
Melbourne Bus Line.	5,418						5,418		5,418
Miami Beach Air Line Coaches,	54,015		188				54,203	413	54,616
Miami Transit Co.	50,462		257				50,709	283	50,992
Milton Coach Lines.	3,603						3,603		3,603
Ocala Transit Co., Inc.	45,561		3,765		21		49,347	3,704	53,051
Orlando Transit Co.	53,442		709				54,151		54,151
Panama City Transit Co., Inc.	47,741		166				47,907	780	48,687
Pass-a-grille Beach Bus Line.	127,195		125				127,320	1,291	128,611
Peninsula Transit Co., Inc.	4,494						4,494		4,494
Perry Bus Co.	5,903						5,903		5,903
Riley Bus Lines.	74,505		1,206	1,218	413		77,342		77,342
Sauford Transit Lines.	20,553						20,553		20,553
Southern Tours, Inc.	19,015		838				19,853	1,015	20,868
Suburban Coaches, Inc.	13,142						13,142		13,142
Sunrise Transit, Inc.	51,068		326				51,424	797	52,221
Tam-Beach Coach Line.	1,364						1,364		1,364
J. M. & J. O. Thompson.	3,612						3,612		3,612
Volusia Coach Co.	17,798						17,798		17,798
Weaver Coach Line.	985			2,600	196		3,781		3,781
Total Bus Operations— Common Carrier.	\$ 1,426,493	\$ 10	\$ 19,538	\$ 4,838	\$ 12,234	\$.	\$ 1,463,113	\$ 16,214	\$ 1,479,327
COMBINATION BUS AND TRUCK OPERATION									
McJunkin Truck & Bus Line.	\$ 34,351	\$ 9	\$ 1,904	\$ 600	\$ 23	\$ 22,436	\$ 60,223	\$ 935	\$ 61,158

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949
OPERATING EXPENSES—ENTIRE COMPANY
(Gross revenue less than \$100,000 annually)

NAME OF COMPANY	Maintenance of Plant and Equipment	Operating Garage Expenses	Transportation Expenses	Traffic Expenses	Administrative and General Expenses	Total Operating Expenses
BUS OPERATIONS—COMMON CARRIER						
Airfield Bus Lines, Inc.	\$ 33,911	\$ 2,870	\$ 92,706	\$	\$ 24,900	\$ 154,387
Coast Cities Coaches, Inc.	80,139	752	184,983	4,829	33,952	304,655
Davie Transit Co.	944		894	7	462	2,307
Florida Transportation Co., Inc.	10,916		14,290	572	4,904	30,676
Fort George Transit, Inc.	3,871		4,993		1,709	10,493
Fort Lauderdale Transit Lines, Inc.	6,862		12,176	31	3,292	22,361
Fort Myers Transit Lines, Inc.	10,210		17,088		6,978	34,276
Gulf Coast Motor Lines, Inc.	23,454	3,992	28,417	1,623	23,096	80,562
Hillsborough Bus System Inc.	20,840	9,165	49,828	289	15,675	95,797
Hollywood Bus Lines, Inc.	18,401		31,912	49	12,476	62,838
Keys Transit Co.	9,990	226	13,266	100	3,046	26,638
Lee's Coach Lines	10,445	2,701	15,710	1,211	1,435	31,502
Melbourne Bus Line	2,756		2,468		2,576	7,800
Miami Beach Air Line Coaches	9,040		36,755	582	5,313	51,690
The Miami Transit Co.	9,210	2,135	21,278	186	8,913	41,722
Milton Coach Lines	2,052		1,234		812	4,098
Ocala Transit Co., Inc.	11,945		27,659	203	9,294	49,101
Orlando Transit Co.	24,965	4,135	30,787		8,353	68,240
Panama City Transit Co., Inc.	9,595	3,941	21,003	96	8,772	43,407
Pass-a-Grille Beach Bus Line	42,386	7,786	51,098	2,161	12,659	116,090
Peninsula Transit Co., Inc.	219		4,129		646	4,994
Perry Bus Co.	1,609		3,041		1,268	5,918
Riley Bus Lines	23,634		42,865	137	5,732	72,368
Sanford Transit Lines	4,082		13,829	199	2,327	20,437
Southern Tours, Inc.	2,202		5,914	2,473	8,720	19,309
Suburban Coaches, Inc.	849		8,158	118	5,411	14,536
Sunrise Transit, Inc.	12,194	5,709	24,326	42	13,318	55,580
Tam-Beach Coach Line	1,450		1,340	21	66	2,877
J. M. & J. O. Thompson	4,339		7,929		2,881	15,149
Volusia Coach Co.	5,632		10,580		1,161	17,373
Weaver Coach Line	723		1,597		227	2,547
Total Bus Operations—Common Carrier	\$ 398,839	\$ 43,412	\$ 782,173	\$ 14,939	\$ 230,374	\$ 1,469,737
COMBINATION BUS AND TRUCK OPERATION						
McJunkin Truck and Bus Line	\$ 18,464	\$	\$ 20,131	\$ 453	\$ 15,795	\$ 54,843

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949

TAXES ACCRUED AND PAID

(Gross revenue less than \$100,000 annually)

NAME OF COMPANY	On Auto Transportation Property	On Property Used in Affiliated or Auxiliary Operations	Miscellaneous Physical Property	Total Accrued During Year	Total Paid During Year
BUS OPERATIONS—COMMON CARRIER					
Airfield Bus Lines, Inc.	\$ 18,480	\$.	\$.	\$ 18,480	\$ 18,465
Coast Cities Coaches, Inc.	31,402	.	.	31,402	30,615
Davie Transit Co.	254	.	.	254	254
Florida Transportation Co., Inc.	2,281	.	.	2,281	2,394
Fort George Transit, Inc.	1,223	.	.	1,223	1,208
Fort Lauderdale Transit Lines, Inc.	1,113	7,568	.	8,681	8,520
Fort Myers Transit Lines, Inc.	3,784	.	1,416	5,200	5,200
Gulf Coast Motor Lines, Inc.	12,579	.	.	12,579	15,289
Hillsborough Bus System, Inc.	6,956	.	.	6,956	6,956*
Hollywood Bus Lines, Inc.	4,861	.	.	4,861	4,861
Keys Transit Co.	4,902	.	10	4,912	4,912*
Lee's Coach Lines	1,448	.	.	1,448	1,458
Melbourne Bus Line	829	.	69	898	898
Miami Beach Air Line Coaches	7,180	.	.	7,180	5,736
The Miami Transit Co.	4,546	.	525,195	529,741	538,193
Milton Coach Lines	681	.	.	681	681*
Ocala Transit Co., Inc.	4,224	.	.	4,224	3,557*
Orlando Transit Co.	7,320	.	55,545	62,865	72,065*
Panama City Transit Co., Inc.	5,123	14,691	466	20,280	39,380*
Pass-a-Grille Beach Bus Line	11,838	.	.	11,838	10,782*
Peninsula Transit Co., Inc.	459	.	.	459	391
Perry Bus Co.	876	.	.	876	860*
Riley Bus Lines	7,590	.	.	7,590	7,590
Sanford Transit Lines	553	.	.	553	553
Southern Tours, Inc.	2,199	.	.	2,199	2,199*
Suburban Coaches, Inc.	64	.	.	64	64
Sunrise Transit, Inc.	3,126	.	.	3,126	3,268*
Tam-Beach Coach Line	363	.	.	363	363
J. M. & J. O. Thompson	1,077	.	.	1,077	1,077*
Volusia Coach Co.	1,361	.	.	1,361	1,299
Weaver Coach Line	312	.	.	312	312
Total Bus Operations—Common Carrier	\$ 149,004	\$ 22,259	\$ 582,701	\$ 753,964	\$ 789,400
COMBINATION BUS AND TRUCK OPERATION					
McJunkin Truck and Bus Line	\$ 5,207	\$.	\$.	\$ 5,207	\$ 3,033

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949
MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—ENTIRE COMPANY
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY	Average Miles of Road Operated	REVENUE MILES			REVENUE PASSENGERS CARRIED		Tons Revenue Freight Carried
		PASSENGER BUSES		Freight Express and Mail Trucks	Regular Tariff Rates	Excursion or Special Rates	
		Regular Service	Excursion or Special				
BUS OPERATIONS—COMMON CARRIER							
Airfield Bus Lines, Inc.	15.4	606,685			1,694,782		
Coast Cities Coaches, Inc.	63.8	1,121,994	5,930		1,786,675	18,790	
Davie Transit Co.	20	39,817			7,777		
Florida Transportation Co., Inc.	86	38,286			31,538		
Fort George Transit Inc.	30.5	65,520			32,022		
Ft. Lauderdale Transit Lines, Inc.	4.5	66,573	(1)		104,103	34,701	
Ft. Myers Transit Lines, Inc.	38	74,934			300,993		
Gulf Coast Motor Lines, Inc.	108.5	237,747	8,194		147,840	2,590	
Hillsborough Bus System, Inc.	63.4	451,738			941,912		
Hollywood Bus Lines, Inc.	7.4	64,277			585,642		
Keys Transit Co.	29	43,819	1,221		72,228	6,210	
Lee's Coach Lines	9	50,976			95,011		
Melbourne Bus Line	37	42,106			28,741		
Miami Beach Air Lines Coaches	10	107,880			41,623		
The Miami Transit Co.	17.6	133,688	5,440		553,763	(1)	
Milton Coach Line	7.2	29,648			36,029		
Ocala Transit Co., Inc.	112	146,710			77,500		
Orlando Transit Co.	49.1	160,627			284,560		
Panama City Transit Co., Inc.	27	189,415			(1)		
Pase-a-Grill Beach Bus Line	31	453,892	150		630,800	140	
Peninsula Transit Co., Inc.	7.6	27,740			15,976		
Perry Bus Co.	6	14,620			20,643		
Riley Bus Lines	281	368,941	1,895		232,328	1,483	
Sanford Transit Lines	156	41,112			20,557		
Southern Tours, Inc.	14	51,688	1,886		6,150	291	
Suburban Coaches, Inc.	12	72,844			85,613		
Sunrise Transit, Inc.	30	215,697			474,831		
Tam-Beach Coach Line	32	17,290			2,480		
J. M. & J. O. Thompson	34	80,014			11,635		
Volusia Coach Co.	11	90,474			95,783		
Weaver Coach Line	31	27,458			3,200		
Total Bus Operations—Common Carrier	1,381	5,134,210	24,716		8,422,735	64,205	
COMBINATION BUS AND TRUCK OPERATIONS							
McJunkin Truck and Bus Line	33	101,647	8,839	16,566	58,513	5,051	

(1) No record kept by Co.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949
GENERAL BALANCE SHEET—ENTIRE COMPANY—AT DECEMBER 31, 1949
(Gross revenue less than \$100,000 annually)

NAME OF COMPANY	ASSETS							
	Plant and Equipment	Investments	Reacquired Securities	Special Deposits	Current Assets	Prepayments	Deferred Charges	Grand Total
TRUCK OPERATIONS—COMMON CARRIER								
Ft. Lauderdale Transfer, Inc.....	\$ 58,584	\$ 445	\$ 5,000	\$ 245	\$ 18,969	\$ 1,880	\$	\$ 85,123
Highway Transportation Co.....	3,181				79			3,260
Miami Transfer Co.....	5,959				17,960			23,919
St. Andrews Bay Transportation Co.....	32,711	90,080		529	42,855	1,288	284	167,747
Total Truck Operations—Common Carrier...	100,435	90,525	5,000	774	79,863	3,168	284	280,049

NAME OF COMPANY	LIABILITIES								
	Corporate Capital Liabilities	Non-Corporate Proprietorship	Funded Debt	Current Liabilities	Accrued Liabilities	Deferred Credits	Reserve Accounts	Corporate Surplus	Grand Total
TRUCK OPERATIONS—COMMON CARRIER									
Ft. Lauderdale Transfer, Inc.....	\$ 25,000	\$	\$ 9,970	\$ 7,821	\$ 1,709	\$	\$ 16,972	\$ 23,651	\$ 85,123
Highway Transfer Co.....	1,500			2,148			1,675	2,063*	3,260
Miami Transfer Co.....		20,360		105	48		3,406		23,919
St. Andrews Bay Transportation Co.....	11,500			8,412	9,196	305	19,545	118,789	167,747
Total Truck Operations—Common Carrier.....	\$ 38,000	\$ 20,360	\$ 9,970	\$ 18,486	\$ 10,953	\$ 305	\$ 41,598	\$ 140,377	\$ 280,049

* Denotes debit item.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949
PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY
(Gross revenue less than \$100,000 annually).

NAME OF COMPANY	Balance at Beginning of Year	Transferred from Income Account	Miscellaneous Credits	Miscellaneous Debits to P. & L. Account	Balance at Close of Period
TRUCK OPERATIONS—COMMON CARRIER					
Ft. Lauderdale Transfer, Inc.....	\$ 21,491	\$ 1,713	\$ 709	\$ 262	\$ 23,651
Highway Transportation Co.....	1,152*	911*			2,063*
Miami Transfer Co.....		2,707		2,707	
St. Andrews Bay Transportation Co.....	118,835	20,054		20,100	118,789
Total Truck Operations—Common Carrier.....	\$ 139,174	\$ 23,563	\$ 709	\$ 23,069	\$ 140,377

* Denotes contra item or deficit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949
INCOME ACCOUNT—ENTIRE COMPANY
(Gross revenue less than \$100,000 annually)

NAME OF COMPANY	Auto Operating Revenues	Auto Operating Expenses	Net Revenue from Auto Operations	Net Revenue Affiliated or Auxiliary Operations	Net Operating Revenue	Auto Tax Accruals	Non-Operating Income	Income Deductions	Net Balance Carried to P. & L. Account
TRUCK OPERATIONS—COMMON CARRIER									
Ft. Lauderdale Transfer Co....	\$ 16,473	\$ 13,080	\$ 3,384	\$ 1,596*	\$ 1,788	\$ 1,102	\$ 1,964	\$ 937	\$ 1,713
Highway Transportation Co....	2,559	3,144	585*		585*	326			911*
Miami Transfer Co.....	16,101	11,838	4,263		4,263	1,316		240	2,707
St. Andrews Bay Transportation Co.....	85,633	53,306	32,327		32,327	14,262	2,250	261	20,054
Total Truck Operations—Common Carrier.....	\$ 120,766	\$ 81,377	\$ 39,389	\$ 1,596*	\$ 37,793	\$ 17,006	\$ 4,214	\$ 1,438	\$ 23,563

* Denotes contra item or loss.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949
OPERATING REVENUE—ENTIRE COMPANY
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY	U.S. Mail (Bus or Truck)	Freight Revenue	Total Revenue from Transportation	Miscellaneous Operating Revenue	Total Revenue
TRUCK OPERATIONS—COMMON CARRIER					
Ft. Lauderdale Transfer, Inc.	\$	\$ 16,412	\$ 16,412	\$ 61	\$ 16,473
Highway Transportation Co.	.....	2,559	2,559	.....	2,559
Miami Transfer Co.	.....	14,560	14,560	1,541	16,101
St. Andrews Bay Transportation Co.	12,851	71,667	84,518	1,115	85,633
Total Truck Operations—Common Carrier	\$ 12,851	\$ 105,198	\$ 118,049	\$ 2,717	\$ 120,766

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949
OPERATING EXPENSES—ENTIRE COMPANY
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY	Maintenance of Plant and Equipment	Operating Garage Expenses	Transportation Expenses	Traffic Expenses	Administrative and General Expenses	Total Operating Expenses
TRUCK OPERATIONS—COMMON CARRIER						
Fort Lauderdale Transfer, Inc.	\$ 3,099	\$	\$ 5,708	\$ 250	\$ 4,032	\$ 13,089
Highway Transportation Co.	988	.....	1,867	183	106	3,144
Miami Transfer Co.	728	.....	7,995	.....	3,115	11,838
St. Andrews Bay Transportation Co.	13,763	183	31,064	1,475	6,821	53,306
Total Truck Operations—Common Carrier	\$ 18,578	\$ 183	\$ 46,634	\$ 1,908	\$ 14,074	\$ 81,377

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949
TAXES ACCRUED AND PAID
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY	On Auto Transportation Property	On Property Used in Affiliated or Auxiliary Operations	Total Accrued During Year	Total Paid During Year
TRUCK OPERATIONS—COMMON CARRIER				
Ft. Lauderdale Transfer, Inc.....	\$ 1,102	\$ 4,736	\$ 5,838	\$ 6,928
Highway Transportation Co.....	326		326	326
Miami Transfer Co.....	1,315		1,315	1,315
St. Andrews Bay Transportation Co.....	14,262		14,262	13,738
Total Truck Operations—Common Carrier.....	\$ 17,005	\$ 4,736	\$ 21,741	\$ 22,307

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949
MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS—ENTIRE Company
 (Gross revenue less than \$100,000 annually)

NAME OF COMPANY	Average Miles of Road Operated	REVENUE MILES		Tons Revenue Freight Carried
		Freight, Express and Mail Trucks	Truck Trailers	
TRUCK OPERATIONS—COMMON CARRIER				
Ft. Lauderdale Transfer, Inc.....	23	29,930		1,135
Highway Transportation Co.....	52.5	16,765		225
Miami Transfer Co.....	25	15,249		967
St. Andrews Bay Transportation Co.....	249	172,078		8,665
Total Truck Operations—Common Carrier.....	349.5	234,022		10,992

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949
GENERAL BALANCE SHEET—CLASS 1 CARRIERS AT DECEMBER 31, 1949

NAME OF ACCOUNT	BUS OPERATIONS									
	The Alaga Coach Line, Inc.	Atlantic Greyhound Corp. and Subsidiary	Capital Motor Lines	Coastal Stages	Florida- Greyhound Lines, Inc.	Georgia- Florida Coaches, Inc.	Modern Coach Corporation	Monroeville Bus Company	South- eastern Greyhound Lines	Teche Greyhound Lines
ASSETS										
Current assets.....	\$ 174,001	\$6,247,319	\$ 221,814	\$ 4,434	\$2,427,961	\$ 47,530	\$ 288,815	\$ 36,445	\$4,522,650	\$1,463,810
Carrier operating property.....	295,682	12,742,469	582,989	97,450	5,097,495	81,355	1,509,877	134,192	16,485,105	6,687,934
Reserve for depreciation and amortization.....	126,056*	5,035,772*	339,775*	62,191*	1,892,044*	48,303*	563,968*	98,591*	7,226,384*	2,737,774*
Non-carrier operating property.....			73,000	3,543						
Reserve for depreciation and amortization.....			7,597*							
Non-operating property.....		162,619					29,750			
Reserve for depreciation and amortization.....		6,565*					999*			
Organization, franchises and permits.....	1,722	35,718	333	3,560	2,592			103	51,828	
Reserve for amortization.....		7,949*								
Other intangible property.....	14,050	3,697,422	35,074	12,139	737,433	26,225	95,554	11,161	2,822,091	924,461
Reserve for amortization.....		1,163,686*								934,461*
Investment advances—associated companies.....		533,280	1,995		16,956				1,079,723	2,000
Other investment advances.....		413,060	2,945		5,257		20,120	2,006	2,043	96,278
Special funds.....		906,000	289,687		538,947					1,384,311
Deferred debits.....	5,315	232,495	18,641	75	22,802	3,434	36,512	3,389	428,115	122,698
Miscellaneous debit items.....										
Total Assets.....	\$ 364,714	\$18,756,410	\$ 879,106	\$ 59,000	\$6,957,399	\$ 110,241	\$1,415,661	\$ 88,705	\$18,165,171	\$7,019,257
LIABILITIES										
Current liabilities.....	\$ 60,013	\$3,163,266	\$ 181,315	\$ 23,088	\$1,214,500	\$ 65,760	\$ 219,666	\$ 17,226	\$3,299,608	\$ 877,227
Advances payable—associated companies.....	19,760								163,190	
Other advances payable.....										
Equipment obligations.....		3,097,832		49,125	1,464,722		100,000		3,787,315	1,287,945
Other long-term obligations.....		11,667		9,000						8,000
Deferred credits.....					4,247					
Reserves—insurance, injuries, loss and damage, etc.....	6,131	200,952	300,000		7,145				145,624	96,866
Preferred capital stocks.....		1,530,300								
Common capital stocks.....	50,000	1,018,154	55,000		683,220	137,367	157,168	2,500	5,428,180	
Premiums and assessments on capital stock.....		76,515							640,835	
Noncorporate capital.....				22,213*						4,779,219
Unearned surplus.....	9,242	29,956			80,296		6,567			
Earned surplus.....	219,568	9,627,768	342,791		3,583,565	173,182*	938,827	62,412	4,700,419	
Total Liabilities.....	\$ 364,714	\$18,756,410	\$ 879,106	\$ 59,000	\$6,957,399	\$ 110,241	\$1,415,661	\$ 88,705	\$18,165,171	\$7,019,257
Contingent Liabilities.....	\$.....	\$ 455,500	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$ 192,800

* Denotes deficit or contra item.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949
UNEARNED AND EARNED SURPLUS—CLASS 1 CARRIERS

NAME OF ACCOUNT	BUS OPERATIONS									
	The Alaga Coach Lines, Inc.	Atlantic Greyhound Corp. and Subsidiary	Capital Motor Lines	Coastal Stages	Florida- Greyhound Lines, Inc.	Georgia- Florida Coaches, Inc.	Modern Coach Corporation	Monroeville Bus Company	South- eastern Greyhound Lines	Teche Greyhound Lines
UNEARNED SURPLUS										
Balance at beginning of year.....	\$ 9,242	\$ 24,426	\$	\$	\$	\$ 80,206	\$	\$ 6,567	\$	\$
Additions during year.....		5,530								
Deductions during year.....										
Balance at close of year.....	\$ 9,242	\$ 29,956	\$	\$	\$	\$ 80,206	\$	\$ 6,567	\$	\$
EARNED SURPLUS										
Earned surplus or deficit at beginning of year.....	\$ 207,551	\$9,419,242	\$ 336,569	\$	\$2,932,595	\$ 128,574*	\$ 868,785	\$ 67,543	\$5,001,618	\$
Surplus credits applicable to prior years.....							25,580			
Credit balance transferred from income account.....	12,017	2,199,853	61,222		650,970		44,887		1,430,251	
Other credits to surplus.....										
Total credits to surplus.....	\$ 219,568	\$11,619,095	\$ 397,791	\$	\$3,583,565	\$ 128,574*	\$ 939,152	\$ 67,543	\$6,431,869	\$
Surplus debits applicable to prior years.....	\$	\$	\$	\$	\$	\$	\$ 325	\$	\$	\$
Debit balance transferred from income account.....						44,608		5,131		
Dividend appropriations.....		1,991,327	55,000						1,302,763	
Appropriations to reserves.....										
Other debits to surplus.....									428,687	
Total debits to surplus.....	\$	\$1,991,327	\$ 55,000	\$	\$	\$ 44,608	\$ 325	\$ 5,131	\$1,731,450	\$
Earned surplus or deficit at close of year.....	\$ 219,568	\$9,627,768	\$ 342,791	\$	\$3,583,565	\$ 173,182*	\$ 938,827	\$ 62,412	\$4,700,419	\$

*Deficit

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949

INCOME ACCOUNT—CLASS 1 CARRIERS

NAME OF ACCOUNT	BUS OPERATIONS									
	The Alaga Coach Lines, Inc.	Atlantic Greyhound Corp. and Subsidiary	Capital Motor Lines	Coastal Stages	Florida- Greyhound Lines, Inc.	Georgia- Florida Coaches, Inc.	Modern Coach Corporation	Monroeville Bus Company	South- eastern Greyhound Lines	Teche Greyhound Lines
REVENUES										
Operating revenues.....	\$ 389,086	\$19,752,079	\$ 958,565	\$ 87,736	\$7,306,487	\$ 155,911	\$1,821,877	\$ 219,041	\$18,901,250	\$9,036,200
EXPENSES										
Operation and maintenance expenses.....	\$ 268,921	\$12,880,166	\$ 667,761	\$ 72,398	\$1,826,826	\$ 154,301	\$1,372,433	\$ 175,829	\$12,536,564	\$5,167,229
Depreciation expense.....	42,564	1,359,340	74,458	12,008	623,796	11,397	145,798	19,221	1,849,304	682,642
Amortization chargeable to operations.....		1,342								
Operating taxes and licenses.....	55,602	1,541,868	116,030	14,365	677,869	23,978	202,696	30,191	2,173,794	736,589
Operating rents—Net.....	4,563	342,287	8,705	6,028	116,858	10,843	37,248	1,080	83,985*	53,828
Total expenses.....	\$ 371,650	\$16,123,661	\$ 868,296	\$ 104,799	\$6,245,349	\$ 200,519	\$1,758,175	\$ 226,321	\$16,475,677	\$6,640,288
Net operating revenue.....	\$ 17,436	\$3,628,418	\$ 90,269	\$ 17,062*	\$1,061,138	\$ 44,608*	\$ 63,702	\$ 7,280*	\$2,425,573	\$2,395,912
Rent for lease of carrier property—debit.....										
Income from lease of carrier property—credit.....		7,948							1,900	50
Net carrier operating income.....	\$ 17,436	\$3,636,366	\$ 90,269	\$ 17,063*	\$1,061,138	\$ 44,608*	\$ 63,702	\$ 7,280	\$2,427,473	\$2,395,962
Other income.....	350	241,179	10,948		18,981		3,064	663	6,331	14,444
Gross income.....	\$ 17,786	\$3,877,545	\$ 101,217	\$ 17,063*	\$1,080,119	\$ 44,608*	\$ 66,766	\$ 6,617*	\$2,433,804	\$2,410,406
Income deductions.....		115,880	866	2,995	40,742		5,323	150	92,304	37,316
Net income before income taxes.....	\$ 17,786	\$3,761,665	\$ 100,351	\$ 20,058*	\$1,039,377	\$ 44,608*	\$ 61,443	\$ 6,767*	\$2,341,500*	\$2,373,090
Provision for income taxes.....	5,769	1,562,112	39,129		388,407		16,556	1,636*	911,249	964,182
Net income transferred to earned surplus or to proprietorship accounts.....	\$ 12,017	\$2,199,553	\$ 61,222	\$ 20,058*	\$ 650,970*	\$ 44,608*	\$ 44,887	\$ 5,131*	\$1,430,251*	\$1,408,908

*Credit.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949

OPERATING REVENUES AND EXPENSES—CLASS 1 CARRIERS

NAME OF ACCOUNT	BUS OPERATIONS										
	The Alaga Coach Lines, Inc.	Atlantic Greyhound Corp. and Subsidiary	Capital Motor Lines	Coastal Stages	Florida- Greyhound Lines, Inc.	Georgia- Florida Coaches, Inc.	Modern Coach Corporation	Monroeville Bus Company	South- eastern Greyhound Lines, Inc.	Tamiami Trail Tours, Inc. (A)	Teche Greyhound Lines
OPERATING REVENUES											
Passenger revenue.....	\$ 368,007	\$19,900,959	\$ 901,497	\$ 81,911	\$6,719,755	\$ 154,887	\$1,695,738	\$ 208,498	\$18,142,833	\$1,315,001	\$8,417,468
Special bus revenue.....	7,424	118,561	11,911	3,756	192,209		64,475	2,234	252,583	39,073	138,400
Baggage revenue.....		7,427			3,645				2,459		1,827
Mail revenue.....		1,246			567		3,166		21,384		1,250
Express revenue.....	9,228	219,047	21,167	1,701	250,192	269	44,247	5,945	274,055	65,806	267,370
Newspaper revenue.....	2,208	24,580	2,995	61	17,734	678	5,634	2,350	59,638	11,833	46,962
Miscellaneous station revenue.....	1,696	361,259	19,716	307	121,083	43	6,524		133,839	2,016	161,686
Other operating revenue.....	523		1,279		1,302	34	2,093	14	14,459		1,237
Total operating revenue—passenger.	\$ 389,086	\$19,752,079	\$ 958,565	\$ 87,736	\$7,306,487	\$ 155,011	\$1,821,877	\$ 219,041	\$18,901,250	\$1,433,729	\$9,036,200
OPERATING EXPENSES											
Equipment maintenance and garage expenses.....	\$ 49,337	\$3,140,381	\$ 184,748	\$ 19,590	\$1,142,197	\$ 52,848	\$ 348,592	\$ 44,833	\$3,474,874	\$ 262,270	\$1,357,935
Transportation expense.....	115,235	4,908,570	258,270	27,223	1,886,417	64,723	567,932	80,368	5,125,295	513,148	1,913,149
Station expense.....	43,952	2,264,551	105,159	6,801	888,992	14,715	190,428	20,142	1,831,577	149,387	962,001
Traffic solicitation and advertising expense.....	7,557	422,130	22,043	1,030	203,604	2,785	41,617	2,072	349,602	82,167	168,812
Insurance and safety expense.....	8,302	838,234	32,909	4,575	181,504	6,210	78,208	7,308	581,599	99,355	248,708
Administrative and general expense.....	44,538	1,306,300	64,632	13,179	524,112	13,020	145,656	21,106	1,173,617	132,353	516,624
Total operating expense—passenger.	\$ 268,921	\$12,880,166	\$ 667,761	\$ 72,398	\$4,826,826	\$ 154,301	\$1,372,433	\$ 175,829	\$12,536,564	\$1,138,680	\$5,167,229

(A) Bus and truck operators balance sheet surplus and income accounts shown under trucks operators.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949

OPERATING TAXES AND LICENSES—CLASS 1 CARRIERS

KIND OF TAX	BUS OPERATIONS									
	The Alaga Coach Lines, Inc.	Atlantic Greyhound Corp. and Subsidiary	Capital Motor Lines	Coastal Stages	Florida- Greyhound Lines, Inc.	Georgia- Florida Coaches, Inc.	Modern Coach Corporation	Monroeville Bus Company	South- eastern Greyhound Lines, Inc.	Teche Greyhound Lines
Gasoline, other fuel and oil taxes.....	\$ 22,895	\$ 491,327	\$ 54,258	\$ 5,134	\$ 264,830	\$ 10,760	\$ 88,354	\$ 12,967	\$ 817,530	\$ 285,938
Vehicle licenses and registration fees.....	23,579	748,205	47,629	8,574	330,550	10,695	62,306	14,574	870,312	247,390
Real estate and personal property.....	3,864	109,083	5,784	75	22,043	1,447	9,288	393	252,181	28,977
Social security taxes.....	2,539	110,739	5,679	458	35,317	940	10,721	1,352	101,790	50,949
Other taxes.....	2,725	82,514	2,680	124	25,129	136	32,027	905	131,981	123,335
Total operating taxes and licenses.....	\$ 55,602	\$1,541,868	\$ 116,030	\$ 14,365	\$ 677,869	\$ 23,978	\$ 202,696	\$ 30,191	\$2,173,794	\$ 736,589
PROVISION FOR INCOME TAXES										
Federal income tax—normal tax.....	\$ 3,856	\$ 888,357	\$ 23,510	\$.....	\$ 246,691	\$.....	\$(1) 16,556	\$.....	\$ 546,885	\$(1) 895,000
Federal income tax—surtax.....	1,376	521,734	13,714	.....	141,716	.....	.....	.....	319,016	.....
Federal income tax—excess profits tax.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
State income taxes.....	537	152,021	1,742	.....	.....	.....	.....	.....	45,348	69,182
Other income taxes.....	.....	.....	163	.....	.....	.....	.....	1,636*	.....	.....
Total provision for income taxes.....	\$ 5,769	\$1,562,112	\$ 39,129	\$.....	\$ 388,407	\$.....	\$ 16,556	\$ 1,636*	\$ 911,249	\$ 964,182

(1) Brakedown net available.

(*) Contra item.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949

OPERATING STATISTICS—CLASS 1 CARRIERS

I T E M	B U S O P E R A T I O N S										
	The Alaga Coach Lines, Inc.	Atlantic Greyhound Corp. and Subsidiary	Capital Motor Lines	Coastal Stages	Florida- Greyhound Lines, Inc.	Georgia- Florida Coaches, Inc.	Modern Coach Corporation	Monroeville Bus Company	South- eastern Greyhound Lines, Inc.	Tamiami Trail Tours, Inc.	Teche Greyhound Lines
PASSENGER VEHICLES IN INTERCITY SERVICE AT DECEMBER 31, 1949											
Owned vehicles.....	17	497	50	12	186	9	94	18	651	43	267
Leased vehicles.....		26	18		24	3			47	5	26
Purchased transportation.....					3		1		4		
Total.....	17	523	68	12	213	12	95	18	702	48	293
MILES OPERATED (INCLUDING LOADED AND EMPTY) OWNED AND LEASED EQUIPMENT											
Buses operated in intercity service (regular route)....	1,234,235	48,682,525	3,239,917	444,469	19,206,867	757,354	6,096,138	919,847	49,533,485	4,150,326	20,636,486
Buses operated in local service.....											
Buses operated in charter sightseeing and other special services.....	20,020	230,759	31,238	6,752	393,640		184,468	6,303	596,856	69,010	315,224
Vehicles operated exclusively in baggage, mail, express or newspaper service.....									50,820		
Total.....	1,254,255	48,913,284	3,271,155	451,221	19,600,507	757,354	6,280,606	926,150	50,181,161	4,228,336	20,951,710
PURCHASED TRANSPORTATION											
Buses operated in intercity service (regular route).....		N.A.	962		67,720		20,436	4,063	251,731	3,631	

N.A. Not available.

STATISTICS OF AUTO TRANSPORTATION COMPANIES— CALENDAR YEAR 1949
OPERATING STATISTICS—CLASS 1 CARRIERS

I T E M	B U S O P E R A T I O N S										
	The Alaga Coach Lines, Inc.	Atlantic Greyhound Corp. and Subsidiary	Capital Motor Lines	Coastal Stages	Florida Greyhound Lines, Inc.	Georgia- Florida Coaches, Inc.	Modern Coach Corporation	Monroeville Bus Company	South- eastern Greyhound Lines, Inc.	Tamiami Trail Tours, Inc.	Teche Greyhound Lines
NUMBER OF PASSENGERS CARRIED											
Intercity revenue regular route.....	442,380	18,444,727	1,119,537	159,430	5,305,859	133,158	2,139,758	334,171	26,105,138	925,410	8,402,303
Local revenue, excluding transfers.....	3,593	37,946	6,521	3,162	62,976		25,083	1,243	108,618	15,725	53,818
Charter sightseeing and other special revenue.....											
Total number of revenue passengers carried.....	445,973	18,482,673	1,126,058	162,592	5,368,835	133,158	2,164,841	335,414	20,213,756	941,135	8,456,121
Intercity carried free (including employees).....	2,029	35,485	745	108	30,167	145	2,558	982	36,443	2,236	24,712
Total number of passengers carried.....	448,002	18,518,158	1,126,803	162,700	5,399,002	133,303	2,167,399	336,396	20,250,199	943,371	8,480,833
Number of regular route intercity passenger-miles....	18,145,209e	1,000,779,317a	51,982,162a	4,343,554e	385,397,000e	9,029,380e	94,174,293e	11,671,567a	1,059,137,008a	75,349,522e	484,301,000e
PASSENGER REVENUE FROM:											
Regular route intercity service (account 3200).....	\$ 368,007e	\$19,009,959a	\$ 901,497a	\$ 81,911a	\$6,719,755a	\$ 154,887a	\$1,695,738a	\$ 208,498a	\$18,142,833a	\$1,315,001a	\$8,417,468a
Local service (account 3200).....											
Charter, sightseeing and other special service (account 3210).....	7,432	118,561	11,911	3,756	192,209		64,475	2,234	252,583	39,073	138,400
Total passenger revenues (accounts 3200 and 3210).....	\$ 375,430	\$19,128,520	\$ 913,408	\$ 85,667	\$6,911,964	\$ 154,887	\$1,760,213	\$ 210,732	\$18,395,416	\$1,354,074	\$8,555,868

a Actual
e Estimated

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949
GENERAL BALANCE SHEET—CLASS 1 CARRIERS—AT DECEMBER 31, 1949

NAME OF ACCOUNT	TRUCK OPERATIONS												BUS & TRUCK OPERATIO
	Central Truck Lines Inc.	Florida Tank Lines, Inc.	Fogarty Brothers Transfer, Inc.	Great Southern Trucking Co.	Hunt Truck Lines	John G. Lane Lines	M. R. & R. Trucking Co.	Motor Fuel Carriers, Inc.	Overseas Transportation Co., Inc.	Petroleum Carrier Corp.	Redwing Carriers, Inc.	State Oil Co.	Tamiami Trail Tours Inc.
ASSETS													
Current assets.....	\$346,962	\$ 18,643	\$ 34,225	\$638,537	\$ 14,294	13,002	79,165	71,343	81,693	163,983	194,754	20,008	352,047
Carrier operating property.....	1,063,411	82,385	198,065	1,708,477	112,098	120,003	181,410	225,711	179,076	687,637	170,332	82,793	1,526,932
Reserve for depreciation & amortization.....	540,493*	14,741*	95,546*	836,796*	58,348*	47,130*	73,712*	82,307*	127,896*	235,974*	77,081*	27,922*	808,696
Carrier operating property leased to others.....										20,063			
Reserve for depreciation and amortization.....										5,633*			
Non-carrier property.....	20,078			393									
Organization franchises and permits.....		502			7,300			327			451	1,500	
Reserve for amortization.....								109*			331*		
Other intangible property.....	26,066	6,000		41,267			6,000	75,977	6,000		15,424		247,695
Reserve for amortization.....								12,597*			13,324*		120,638*
Other investment advances.....													
Deferred debits.....	13,199	622	5,804	35,962	5,985	7,900	3,465	10,942	2,073	50,081	2,524	3,002	34,437
Total assets.....	\$928,953	\$ 93,411	\$142,548	\$1,587,840	\$ 81,329	\$ 93,775	\$196,328	\$289,287	\$140,946	\$680,157	\$292,749	\$ 79,381	\$1,231,777
LIABILITIES													
Current liabilities.....	\$256,424	\$ 42,175	\$ 45,106	\$539,154	\$ 9,008	32,351	77,343	43,439	43,762	145,131	71,220	24,615	419,621
Advance payable—associated companies.....													
Other advances payable.....													
Equipment obligations.....	287,335	20,544	21,103	28,805	3,930	25,112	26,873	57,815	6,587	313,481			103,657
Other long-term obligations.....	25,000	21,547	39,070	91,800	5,079		8,332	4,995					71,563
Deferred credits.....													4,187
Reserves, insurance, injuries, loss and damage etc.....	18,711		246	14,849	16	56			3,643	5,000			17,518
Preferred capital stock.....				3,093									
Common capital stock.....	162,000	2,000	11,500	163,841			5,000	100,000	11,500	5,777	75,600		13,000
Non-corporate capital.....					63,296	36,256						54,766	
Unearned surplus.....				472				45,292					658,004
Earned surplus.....	179,483	7,145	25,523	745,826			78,780	37,746	75,454	210,768	145,929		55,773*
Total liabilities.....	\$928,943	\$ 93,411	\$142,548	\$1,587,840	\$ 81,329	\$ 93,775	\$196,328	\$289,287	\$140,946	\$680,157	\$292,749	\$ 79,381	\$1,231,777

* Denotes deficit or contra item.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949

UNEARNED AND EARNED SURPLUS—CLASS 1 CARRIERS

NAME OF ACCOUNT	TRUCK OPERATIONS												BUS & TRUCK OPERATION
	Central Truck Lines Inc.	Florida Tank Lines, Inc.	Fogarty Brothers Transfer, Inc.	Great Southern Trucking Co.	Hunt Truck Lines	John G. Lane Lines	M. R. & R. Trucking Co.	Motor Fuel Carriers, Inc.	Overseas Transportation Co., Inc.	Petroleum Carrier Corp.	Redwing Carriers, Inc.	State Oil Co.	Tarniam, Trail Tours Inc.
UNEARNED SURPLUS													
Balance at beginning of year.....	\$.....	\$.....	\$.....	\$ 8,472	\$.....	\$.....	\$.....	\$ 45,292	\$.....	\$.....	\$.....	\$.....	\$658,004
Additions during year.....				8,000									
Deductions during year.....													
Balance at close of year.....	\$.....	\$.....	\$.....	\$ 472	\$.....	\$.....	\$.....	\$ 45,292	\$.....	\$.....	\$.....	\$.....	\$658,004
EARNED SURPLUS													
Earned surplus or deficit at beginning of year.....	\$165,518	\$ 447*	\$ 17,360	\$560,418	\$.....	\$.....	\$ 43,324	\$ 12,145	\$ 52,848	\$147,420	\$ 88,669	\$.....	\$ 27,199
Credit balance transferred from income account.....	88,975	8,526	8,163	185,408			35,456	25,601	22,606	63,933	57,260		
Other credits to surplus.....	5,990												12,058
Total credits to surplus.....	\$260,483	\$ 8,049	\$ 25,523	\$745,826	\$.....	\$.....	\$ 78,780	\$ 37,746	\$ 75,454	\$211,353	\$145,929	\$.....	\$ 39,257
Debit balance transferred from income account.....	\$.....		\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$.....	\$ 73,231
Dividend appropriations.....	81,000												
Other appropriations of earned surplus.....										585			21,799
Other debits to surplus.....		904											
Total debits to surplus.....	\$ 81,000	\$ 904	\$.....	\$.....	\$.....	\$.....				585			95,030
Earned surplus or deficit at close of year.....	\$179,483	\$ 7,145	\$ 25,523	\$745,826	\$.....	\$.....	\$ 78,780	\$ 37,746	\$ 75,454	\$210,768	\$145,929	\$.....	\$ 55,773*

* Denotes contra item or deficit

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949
INCOME ACCOUNT—CLASS 1 CARRIERS

NAME OF ACCOUNT	TRUCK OPERATIONS												BUS & TRUCK OPERATION
	Central Truck Lines, Inc.	Florida Tank Lines, Inc.	Fogarty Brothers Transfer, Inc.	Great Southern Trucking Co.	Hunt Truck Lines	John G. Lane Lines	M. R. & R. Trucking Co.	Motor Fuel Carriers, Inc.	Overseas Transportation Co., Inc.	Petroleum Carrier Corp.	Redwing Carriers, Inc.	State Oil Co.	Tamiami Trail Tours, Inc.
REVENUES:													
Operating revenues.....	\$4,125,138	\$247,391	\$303,119	\$7,088,416	\$151,023	\$330,992	\$430,607	\$354,364	\$445,914	\$1,428,296	\$413,082	\$124,836	\$2,840,211
EXPENSES													
Operation and maintenance expenses.....	\$3,473,398	\$127,356	\$242,411	\$6,074,677	\$111,288	\$254,689	\$297,262	\$229,464	\$357,253	\$1,042,080	\$248,389	\$ 75,161	\$2,360,202
Depreciation expense.....	164,734	12,497	21,588	150,464	8,645	19,058	36,260	37,508	17,508	124,937	24,407	14,470	175,510
Depreciation adjustment.....	4,830*			2,928*	74*	7,017*	652		897*	14,859*	212	335	1,542
Amortization chargeable to operations.....											761	3,175	
Operating taxes and licenses.....	224,230	26,922	22,251	324,870	12,741	44,767	32,953	39,921	31,406	154,648	44,081	5,946	262,062
Operating rents.....	113,691	66,043	25	242,552	293*	1,529	3,495	189*	8,033	12,093	851*	2,139*	83,464
Total expenses.....	\$3,971,223	\$232,818	\$286,275	\$6,789,635	\$132,307	\$313,026	\$370,622	\$306,704	\$413,303	\$1,318,760	\$319,413	\$ 93,773	\$1,882,780
Net operating revenue.....	\$153,915	\$ 14,573	\$ 16,844	\$298,781	\$ 18,716	\$ 17,966	\$ 59,985	\$ 47,660	\$ 32,611	\$109,536	\$ 93,669	\$ 31,063	\$ 42,569*
Lease of distinct operating unit—net.....					253								
Net carrier operating income.....	\$153,915	\$ 14,573	\$ 16,844	\$298,781	\$ 18,969	\$ 17,966	\$ 59,985	\$ 47,660	\$ 32,611	\$109,536	\$ 93,669	\$ 31,063	\$ 42,569*
Other ordinary income.....	499	256	7	10		24					1,714		3,914
Gross ordinary income.....	\$154,414	\$ 14,829	\$ 16,851	\$298,791	\$ 18,969	\$ 17,990	\$ 59,985	\$ 47,660	\$ 32,611	\$109,536	\$ 95,383	\$ 31,063	\$ 38,655*
Deductions from ordinary income.....	11,919	3,957	5,940	14,881	846	1,354	2,836	5,296	1,005	9,503	3,102	1,345	45,660
Net ordinary income.....	\$142,495	\$ 10,872	\$ 10,911	\$283,910	\$ 18,123	\$ 16,636	\$ 57,149	\$ 42,364	\$ 31,606	\$100,033	\$ 92,281	\$ 29,718	\$ 84,315*
Extraordinary income.....				17,562							1,706		10,350
Net income before income taxes.....	\$142,495	\$ 10,872	\$ 10,911	\$301,472	\$ 18,123	\$ 16,636	\$ 57,149	\$ 42,364	\$ 31,606	\$100,033	\$ 93,987	\$ 29,718	\$ 73,965*
Income taxes.....	53,520	2,346	2,748	116,064		3,126	21,693	16,763	9,000	36,100	36,727		734*
Net income (or loss) transferred to earned surplus or noncorporate Capital accounts.....	\$ 88,975	\$ 8,526	\$ 8,163	\$185,408	\$ 18,123	\$ 13,510	\$ 35,456	\$ 25,601	\$ 22,606	\$ 63,933	\$ 57,260	\$ 29,718	\$ 73,231*

* Denotes contra item or loss.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949
OPERATING REVENUES AND EXPENSES—CLASS 1 CARRIERS

NAME OF ACCOUNT	TRUCK OPERATIONS												BUS & TRUCK OPERATIONS
	Central Truck Lines Inc.	Florida Tank Lines, Inc.	Fogarty Brothers Transfer, Inc.	Great Southern Trucking Co.	Hunt Truck Lines	John G. Lane Lines	M. R. & R. Trucking Co.	Motor Fuel Carriers, Inc.	Overseas Transportation Co., Inc.	Petroleum Carrier Corp.	Redwing Carriers, Inc.	State Oil Co.	Tamiami Trail Tours, Inc. (A)
OPERATING REVENUES													
Freight revenue—intercity—common carrier.....	\$4,120,678	\$247,391	\$272,982	\$7,084,403	\$150,667	\$330,992	\$429,053	\$354,364	\$444,465	\$1,422,831	\$412,794	\$124,836	\$1,403,390
Freight revenue—local service.....			14,230										
Other operating revenue.....	4,460		15,907	4,013	356		1,554		1,449	5,465	288		3,092
Total operating revenue—freight.....	\$4,125,138	\$247,391	\$303,119	\$7,088,416	\$151,023	\$330,992	\$430,607	\$354,364	\$445,914	\$1,428,296	\$413,082	\$124,836	\$1,406,482
OPERATING EXPENSES													
Equipment maintenance and garage expense.....	\$409,040	\$ 37,697	\$ 29,980	\$581,038	\$ 16,480	\$ 70,642	\$ 44,334	\$ 64,359	\$ 61,228	\$304,336	\$ 80,368	\$ 22,696	\$209,772
Transportation expense.....	1,601,683	61,469	105,597	2,785,787	35,957	124,725	124,765	122,324	175,057	472,068	75,342	39,404	386,289
Terminal expense.....	970,966	4,720	48,797	1,725,463	28,544	15,697	35,965	7,061	48,237	93,223	26,395		345,638
Traffic expense.....	64,556	1,584	9,513	167,236	2,396		4,689	628	11,203		9,160	324	33,522
Insurance and safety expense.....	233,118	3,488	13,785	396,695	9,501	21,543	32,621	14,781	26,671	74,736	9,756	1,592	106,730
Administrative and general expense.....	194,035	18,398	34,739	418,458	18,410	22,082	54,888	20,311	34,857	97,717	47,368	11,145	129,571
Total operating expense—freight.....	\$3,473,398	\$127,356	\$242,411	\$6,074,677	\$111,288	\$254,689	\$297,262	\$229,464	\$357,253	\$1,042,080	\$248,389	\$ 75,161	\$1,221,522

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949

OPERATING TAXES AND LICENSES—CLASS 1 CARRIERS

KIND OF TAX	TRUCK OPERATIONS												BUS & TRUCK OPERATION
	Central Truck Lines Inc.	Florida Tank Lines, Inc.	Fogarty Brothers Transfer, Inc.	Great Southern Trucking Co.	Hunt Truck Lines	John G. Lane Lines	M. R. & R. Trucking Co.	Motor Fuel Carriers, Inc.	Overseas Transportation Co., Inc.	Petroleum Carrier Corp.	Redwing Carriers, Inc.	State Oil Co.	Tamiami Trail Tours, Inc.
Gasoline, other fuel and oil taxes	\$ 89,444	\$ 13,659	\$ 7,633	\$126,049	\$ 4,549	\$ 25,381	\$ 16,602	\$ 21,298	\$ 14,027	\$ 89,698	\$ 24,417	\$ 465	\$108,860
Vehicle licenses and registration fees	103,771	11,174	10,847	139,318	5,626	18,042	13,390	16,119	10,365	49,771	18,152	2,287	60,906
Real estate and personal property	2,535	2,089	1,864	11,902	1,578		224		217	3,492	209		2,367
Social security taxes	28,480		1,824	46,623	789	1,344	2,724	2,405	2,730	9,121	1,225	202	16,855
Other taxes			83	978	199		13	99	4,067	2,566	78	2,991	73,074
Total operating taxes and licenses	\$224,230	\$ 26,922	\$ 22,251	\$324,870	\$ 12,741	\$ 44,767	\$ 32,953	\$ 39,921	\$ 31,406	\$154,648	\$ 44,081	\$ 5,945	\$262,062
PROVISION FOR INCOME TAXES													
Federal income tax—normal tax	\$ 34,247	\$ 1,708	\$ 2,005	\$ 68,674	\$	N.A.	\$ 13,672	\$ 10,692	\$ 6,244	\$ 21,276	\$ 22,960	\$	\$
Federal income tax—surtax	19,273	638	743	40,060			7,975	6,071	2,756	11,452	13,394		
Other Income tax							46				373		734*
State Income taxes				7,330						3,372			
Total provision for income taxes	\$ 53,520	\$ 2,346	\$ 2,748	\$116,064	\$	\$ 3,126	\$ 21,693	\$ 16,763	\$ 9,000	\$ 36,100	\$ 36,727	\$	\$ 734*

N.A. Not available.

STATISTICS OF AUTO TRANSPORTATION COMPANIES—CALENDAR YEAR 1949
OPERATING STATISTICS—CLASS 1 CARRIERS

ITEM	TRUCK OPERATIONS												BUS & TRUCK OPERATION
	Central Truck Lines Inc.	Florida Tank Lines, Inc.	Fogarty Brothers Transfer, Inc.	Great Southern Trucking Co.	Hunt Truck Lines	John G. Lane Lines	M. R. & R. Trucking Co.	Motor Fuel Carriers, Inc.	Overseas Transportation Co., Inc.	Petroleum Carrier Corp.	Redwing Carriers, Inc.	State Oil Co.	Tamiami Trail Tours, Inc.
TRUCKS AND TRAILERS IN INTER-CITY REVENUE SERVICE AT DECEMBER 31, 1949													
Owned vehicles.....	72	1	17	83	7	23	16	20	33	63	30	7	45
Leased vehicles.....		16								2			8
Purchased transportation.....	26			85				2		16			
Total.....	98	17	17	168	7	23	16	22	33	81	30	7	53
MILES OPERATED IN INTERCITY SERVICE (LOADED AND EMPTY)													
OWNED VEHICLES:													
Trucks.....	152,054		8,464		20,084						1,084,884		79,565
Tractors.....	3,442,615		362,024	6,268,394	175,901	1,179,631	745,037	1,288,303	716,013	5,776,082		583,496	1,870,983
Total owned vehicles.....	3,594,669		370,488	6,268,394	204,985	1,179,631	745,037	1,288,303	716,013	5,776,082	1,084,884	583,496	1,950,548
LEASED VEHICLES:													
Trucks.....													
Tractors.....		848,464	20		1,559								132,039
Total leased vehicles.....		848,464	20		1,559								132,039
PURCHASED TRANSPORTATION													
Trucks.....													
Tractors.....	3,544,907			7,093,284			10,642	111,777		192,897			
Total purchased transportation.....	3,544,907			7,093,284			10,642	111,777		192,897			
Total miles operated—all vehicles.....	7,139,576	848,464	370,508	13,362,218	206,544	1,179,631	755,679	1,400,080	716,013	5,968,979	1,084,884	583,496	2,082,587
Tons of revenue freight carried in inter-city service.....	203,361	85,556	17,021	377,819	12,973	14,109	33,157	127,170	28,437	584,326	225,653	90,585	84,963
Ton-miles, inter-city revenue freight.....	44,536,026a	7,582,872a	1,413,586a	117,123,890e	1,633,275e	3,260,445e	5,636,690e	11,562,265e	4,323,564a	43,824,450e	11,065,817a	4,317,870†	14,826,044e
Freight revenue from inter-city service, (Accounts 3100 & 3110).....	\$4,120,678	\$247,391	\$272,982	\$7,084,403	\$150,667	\$330,092	\$429,053	\$354,364	\$445,914	\$1,428,296	\$412,794	\$124,835	\$1,403,390

a—Actual
e—Estimated
†—Not available

Ferry Companies

STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1949

GENERAL BALANCE SHEET—ENTIRE COMPANY

AT DECEMBER 31, 1949

ASSETS		Boca Grande Ferry Co., Inc.
INVESTMENTS		
Real property and equipment.....	\$	36,716
Reserve for depreciation.....	\$	12,325
Total investment.....	\$	24,391
WORKING ASSETS		
Cash.....	\$	170
Miscellaneous accounts receivable.....		579
Material and supplies.....		910
Total working assets.....	\$	1,659
Miscellaneous deferred debit items.....	\$	8
Total assets.....	\$	26,058
LIABILITIES		
Capital stock.....	\$	10,000
WORKING AND ACCRUED LIABILITIES		
Loans and bills payable.....	\$	500
Audited vouchers and wages unpaid.....		358
Due officers.....		4,417
Taxes accrued.....		2,091
Other liabilities.....		1,000
Total working and accrued liabilities.....	\$	8,366
Corporate surplus.....	\$	7,692
Total liabilities.....	\$	26,058

STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1949**PROFIT AND LOSS ACCOUNT—ENTIRE COMPANY**

I T E M	BOCA GRANDE FERRY CO., INC.	
	Debits	Credits
Balance January 1, 1949.....	\$.....	\$ 258
Balance transferred from income.....		9,525
Miscellaneous debits to surplus.....	2,091	
Balance December 31, 1949.....	7,692	
Total.....	\$ 9,783	\$ 9,783

STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1949**ANALYSIS OF TRAFFIC**

I T E M	BOCA GRANDE FERRY CO., INC.	
	Passengers	Vehicles
ONE WAY		
Trucks.....	\$.....	\$ 1,948
Autos.....		1,465
Passenger.....	155	
ROUND TRIPS		
Trucks.....		4,032
Autos.....		13,116
Total.....	\$ 155	\$ 20,561

STATISTICS OF FERRY COMPANIES—CALENDAR YEAR 1949
INCOME ACCOUNT—ENTIRE COMPANY

I T E M	Boca Grande Ferry Co., Inc.
OPERATING REVENUE—TOLLS	
Automobiles and buses.....	\$ 14,581
Trucks and trailers.....	5,980
Passengers.....	155
Miscellaneous.....	1,142
Total operating revenue.....	\$ 21,858
OPERATING EXPENSES	
Maintenance of equipment.....	\$ 3,120
Maintenance of terminals.....	342
Traffic expense.....	181
Operation of vessels.....	5,347
Operation of terminals.....	60
General expense.....	3,283
Total operating expenses.....	\$ 12,333
Net revenue from ferry operations.....	\$ 9,525
Net income transferred to profit and loss.....	\$ 9,525

INDEX

	Page
A	
Auto Transportation Companies, statistics of	133
B	
Biographies of Commissioners	
Commissioner Wilbur C. King	14
Commissioner Jerry W. Carter	13
Chairman Richard A. Mack	12
Boat Lines, statistics of	115
Bridge Companies, statistics of	103
C	
Certificates in effect, number of	37
Commerce Department, report of	57
Communications Department, report of	73
E	
Equipment listed with Commission	36
Executive Secretary, report of	17
Express Companies, statistics of	105
F	
Ferry Companies, statistics of	161
Florida Railroad and Public Utilities Commission	10
I	
Informal Transportation Cases	68
L	
Legal Department, report of	21
M	
Motor Transportation Department, report of	31
Motor Transportation Orders	39
O	
Orders	
Motor Transportaion	39
Telephone and Telegraph	79

R

Railroad Companies, statistics of	89
Railroad Inspector, report of	85

S

Sleeping Car Companies, statistics of	111
Statistics	
Auto Transportation Companies	133
Boat Lines	115
Bridge Companies	103
Express Companies	105
Ferry Companies	161
Railroad Companies	89
Sleeping Car Companies	111
Telegraph Companies	119
Telephone Companies	123

T

Tariff Department, report of	65
Telegraph Companies, statistics of	119
Telephone Companies, statistics of	123